

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports.*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco.)*—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"In every way suitable for the purpose it has in view. The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"There is plenty of work for this journal with its nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York.)*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England who stay at home at ease."

*Hampstead and Highgate Express.*—"No reason why this message to and from the sea should not become one of the most influential organs."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

## Y A R N S.

CIII. (Continued.)

### JACK IN TOPSY TURVEYDOM.

PART IV.

Having been convicted of speaking the truth, and of practising swimming, I was sentenced to three months' imprisonment with hard labour, to be followed by banishment from Topsy Turveydom for the rest of my natural existence. The magistrate who passed this sentence was a sort of Lord Mayor of Topsy Turveydom, although he did not bear that title. He had insured, for the purpose of losing them, more ships than any other man in the place, and several thousands of seamen had been lost with these ships. But he was no mere shipowner. He carried on other trades, and was a consistent and exacting sweeper of the first water. A hard-headed and a hard-hearted man, he had prospered abundantly. He was one of those lean men who do not sleep at nights, and of whom one of Shakespeare's characters tells us to beware. True, he had slaughtered in his time many thousands of seamen whose widows and orphans cursed him. But he had built more than one church out of the proceeds, and he gave freely to other places of worship as well as to widows' asylums, and the like, while Press and Pulpit rang with his praises; and it may be doubted whether a single one of the many murders for which he was responsible ever troubled his conscience. The circumstance that he did not sleep well at night was in no way due to remorse. On the contrary, it was due to his habit of plotting fresh murders, and the night when all was still was the time that he usually selected to gloat over his past crimes and plan new ones. All his neighbours were of course murderers, but equally of course on nothing like the same scale. While he murdered wholesale they did it retail. He scorned to kill a single individual; nothing less than a whole ship's company satisfied his ambition. He had little sympathy with his humble neighbours who would kill a single individual to get his or her property. On the contrary, he was most severe on such offenders, and at one time thought of having the law of Topsy Turveydom so altered that death should be the penalty of retail murderers. And it was only when it was proved to him that society in that sweet island was based on murder as much as falsehood that he abandoned the projected reform. Both he and his neighbours had a great horror of the dead, knowing, I suppose, what awkward tales many of them could tell. It was only after imbibing a large quantity of liquor that any one in Topsy Turveydom could venture to attend a funeral.

Shortly after my arrival there I went to a funeral, at which everybody except myself got so drunk that the parson who was reading the service had been half buried instead of the coffin before I could stop the people. Nobody in Topsy Turveydom ever thought of going to visit their dead friends' graves. Nobody, I said. Stay. That is a mistake. A native who had been brought up outside the island where his mother had been buried asked for her grave on his return and found it with much difficulty. In this he was regarded by the rest of the inhabitants of Topsy Turveydom as eccentric. When he went so far as to plant flowers on his mother's grave he was set down as an idiot, and then as a dangerous revolutionary. "If," it was said, "such practices are to be tolerated, we shall have all the rising generation shewing affection to their mothers, and how are we going to sweat and rob the mothers if their sons are permitted to love and protect them?" Thus argued the local authorities in secret session assembled, and it was decided to knock the youth on the head—murder him, in fact—and declare he had committed suicide. This was done, and Press and Pulpit held up his case as an awful example to the young of the insanity that would surely overtake them if they allowed such a sentiment as affection for a mother to have any place in their hearts. It was pointed out—and this certainly was correct—that seafaring men generally love their mothers. But the inference that the parsons drew from this fact was that a just and all-wise Providence had condemned them to be seafaring men for having loved their mothers, and to be a seafaring man, of course, meant to be maltreated, if not murdered, or both. The effect of all this teaching and preaching was that the man who treated his mother worst in Topsy Turveydom was the man held in most respect. But I am drifting away from the point, namely, the aversion that prevailed among the natives to be near the dead. In the day time nobody would go near the cemetery unless well primed with liquor; at night nobody would go near it whether drunk or sober. So great was the horror that the natives had of being near the dead that the prison had only three walls. On the fourth side there was a grating instead of a wall, and through this grating prisoners looked out on the cemetery. To be thus face to face as it were with the dead was regarded in Topsy Turveydom as the most agonising punishment to which anyone could be subjected, and in the case of the local magistrates and magnates, no doubt it would have produced insanity in a short time. But the magistrates and magnates never were sent there, although they were the only criminals in the place.

They amused themselves by sending other people there, and these other people, never having committed any murders, did not mind so much. No sooner had I been convicted of speaking the truth and corrupting the rising generation by indulging in swimming than I was haled off to this place of confinement. My crimes being considered specially atrocious, a few human skulls and bones were placed in the cell with me by way of accumulating horrors upon horrors. I have read of a savage who when asked on his deathbed whether he had forgiven all his enemies, replied, "I have killed them all." Now I don't give myself any airs over savages. On the contrary, if the state of affairs in Topsy Turveydom is civilisation I would rather not be civilised, and I think there is much to be said for the savages. I don't say you should kill a man if he is your enemy. But I do say that if you are sure he is, and that you are in the right and he is in the wrong, you ought to render him powerless to hurt you. In fact, you should take care of yourself. That being my view, I had generally managed to make my enemies regret their enmity; but otherwise I had never done anyone any harm, and so I did not feel the terror of the dead that was expected. I used the skulls and bones to see how a man is made up—to study anatomy, I believe it is called. It was not long before my gaolers noticed that I did not feel my punishment as I ought to do, whereupon they invented a new and, as it proved, a real torture, which I shall tell you all about in the next chapter.

(To be continued.)

VESSELS arriving at Dundee from the Baltic and America report having encountered terrible weather on their respective passages. The steamer *Carthage*, from Oran, had a stormy passage, heavy seas having been shipped. The *Diamond*, from Cronstadt, also encountered severe weather. Two barques arrived from Pensacola after protracted voyages, having been detained by heavy gales.

BOILER EXPLOSIONS. — Mr. Thomas Gray, Marine Department of the Board of Trade, in the course of his seventh report upon the working of the Boiler Explosions Act, 1882, states:—"During the 12 months ended June 30, 1889, preliminary inquiries have been held in 67 cases. By the explosions thus dealt with 33 persons were killed and 79 injured. The annual average of explosions inquired into during the six preceding years was 47, and of lives lost 30. In upwards of one-third of the cases investigated the explosions occurred on board vessels. The administration of the Merchant Shipping Act enables the Board of Trade, through their officers at the ports, to obtain information of every explosion on board ship; but in the case of land boilers no system of the kind exists, and, unless an explosion has been attended by loss of life, or for some other cause is noticed in the public Press, the department has no means of ascertaining its occurrence if the owner of the boiler omits to report the fact, and there is good reason to think that many casualties occur to land boilers which escape official inquiry. The use of defective or worn-out boilers again constituted the cause of about one-half the explosions inquired into, while defective design or construction and undue working pressure accounted for nearly one-third, and ignorance or recklessness of the attendants about one-sixth of the total. Reference was made in the last annual report to the defective condition in which it is believed the boilers used for hoisting trawls are often worked; and boilers of this kind formed the subject of six inquiries during the past 12 months. In 22 of the cases inquired into during the year the boilers were under the inspection of boiler insurance companies, or of Lloyd's; but in seven of these the explosions were in no way attributable to the defective condition of the boilers or fittings. Legal proceedings were instituted in only one case during the year, the owners of the boilers referred to under Report No. 294 having been prosecuted and fined 20s. for omitting to report the occurrence within the time prescribed by the Act."

# CVII.

## IN THE DEAD OF NIGHT.

(Copyright.)

It was a very terrible Christmas at Woodlands Manor.

Old John Festynge, the retired banker, of Lombard-street, who lived with his two sons and niece—his wife being dead—on his estate in Hampshire, had a terrible temper, and so it came to pass that when by accident he one day discovered that Peter, his eldest, had been robbing him, his anger burst forth in almost uncontrollable fury. The household heard him stamping up and down in his study and no one dared approach him, until, after an hour, and fearing in her tender heart that injury might come to his health from all this storm, Marjory, his niece, who had been under his care since her parents died when she was a child, knocked timidly at the door, and getting no answer ventured in.

At the sight of her, who had been his pet and darling companion for years, the old man's wrath subsided, and weakened by the paroxysm of his rage he sank with a groan into his chair and covered his face with his hands.

"Uncle—dear uncle," said Marjory, softly, touching his arm.

He looked up, and in a voice strangely altered from his accustomed tone, said, "Marjory, how can I tell you? Your fortune is gone."

"I would rather that," she said, "than see you so distressed." She spoke quite calmly, as if the intelligence had no shock for her.

"God bless you. I believe it. Yours is a good heart, child, and a brave one. You will not lose anything though. I did not mean that. Thank heaven, I am rich enough to make it up ten times over."

"If that is so, then, uncle, though I don't care about the money, why be so troubled? You will make yourself ill, and that would indeed be a misfortune!"

"It is not the loss," cried the old man, with a return of some of the fury that had before moved him; "it is not that. Marjory, my son is a thief, Peter is a thief. My God, I cannot bear the thought. It will drive me mad; it will kill me."

His eyes had a wild frenzied appearance, and he wrung his hands in anguish.

"Think of it! think of it! my son—a Festynge—one of a family which, whatever its faults, has been upright, straightforward, trusted, honoured for centuries—my son, a common thief. He—to steal into my room at night, to open my safe, to take your—your property, of all that was there, to forge my name so that he could change the papers into money—to do this, when, if he had wanted it and had honestly told me so, I would have put the ten thousand that he stole into his hand as a free gift. Oh, Marjory, Marjory, it will kill me!"

Shocked though she was by the disclosure, her only thought was to comfort the old man in his affliction. She kissed him again and again, stroked his wrinkled face and called him endearing names, until his passion subsided.

"Ah, my son, my son," he murmured, in a broken voice; "would that you had never been born! would that you had died in your infancy, before this thing could come to pass!"

Again, as rapidly as it had passed, his anger rose, and striking the desk before him with clenched hand, he exclaimed—

"But the villain shall pay dearly for what he has done. That ten thousand is every penny of mine that he shall touch, every penny. From this moment I disown and disinherit him. Be my witness, Marjory. He is no son of mine, no Festynge, to do so low and mean a thing."

"Please, oh, please, uncle," said the girl, taking both his hands in hers and looking pleadingly into his face, "do not do that. Forgive him. There must be some mistake. Perhaps he can explain—perhaps he did not take it."

"There is no mistake, child. He avowed his guilt when I taxed him, with the most hardened effrontery, laughed me to the face, and taunted me because he knew my pride would not allow me to bring shame upon the name we both bear by punishing him as he deserves. Listen, child. He has sinned, and he must pay the penalty. He took your mite when ten times as much would have been his own portion at my death. Now he shall change places with you whom he has wronged. What is left to him shall be left to you. His share is the ten thousand he has stolen and already squandered away."

Marjory did not hesitate a moment before she spoke "Uncle, I do not want the money. Replace what has been taken and what belonged to me, if you will—"

"I am bound to do that as your trustee."

"Let that suffice. Do not leave him penniless. Remember, uncle, whatever he may have done he is still your son. I could not accept what would belong to him and not to me."

The old man, in spite of the anger which still moved him, could not repress a smile of affection and admiration. "I expected this," he said. "It is like you, Marjory. You are a good, generous hearted girl; and Fred—God bless him! he at least is a true Festynge—when he marries you, will have the best wife man could be blessed with. No, I have made up my mind. Not one penny shall Peter have from me, but if you choose to give him anything when I am gone you can do so. I impose no conditions on you. Whatever you do, I know you will do wisely, and I am determined that if has anything, he shall have it from you, whom he has robbed. That shall be a part of his punishment, and if you give him anything at all it will be more than he deserves. Oh, the meanness of it! A Festynge to be a common thief. It cuts me to the heart."

Marjory renewed her entreaties to him to reconsider his decision, but the old man was obdurate; and finally, with a fond kiss, he sent her away, bidding her tell the butler to fetch the coachman and to see him immediately in the study.

"For," said old Festynge to himself, "God knows what may happen before that lawyer can get down from London. I won't lose any time, or the villain may cheat me of my revenge."

Bloxham, the butler, a thin-featured, oily-tongued fellow, and Wiggins, the coachman, who was fat and red-cheeked, and had tiny twinkling eyes, came in, and their master, whom they found busily writing at his table, bade them stand a minute until he finished.

"This," he said, "that I have written, alters my will. I am not bound to acquaint you with the terms, but that there shall be no mistake I will read it to you."

He proceeded to read in a clear, steady voice—"I, Charles Medley Festynge, of Woodlands Manor, Hants, do hereby solemnly revoke all such parts of my will as refer to my son, Peter Medley Festynge, and direct that in the place of his name wherever it occurs shall be read the name of my niece, Marjory Ida Medley, to whom in addition to the bequest therein already stated in her favour, I give and bequeath, absolutely, all that in the said will is bequeathed to the aforesaid Peter Medley Festynge. And I hereby, being in my right mind, and knowing full well the significance of what I do, solemnly disown and disinherit Peter Medley Festynge. As witness my hand."

"There it is. You, Wiggins, and you, Bloxham—you understand that. If you do, put your names here as witnesses."

The butler looked at the coachman, and the coachman looked at the butler in amazement, but neither, knowing their master's temper, ventured any remark, and they signed in turn as he directed.

"That is well," said the old man. "Now, follow me." Taking the paper in his hand he led the way across the hall and up the staircase to his bedroom, and walking straight to the small safe built into the wall close by his bed-head, opened it with a key from a bunch which he took from his breast pocket. Without a word, whilst the two men looked on in silent wonder, he carefully deposited the document in a compartment of the safe, locked the door, and returned the keys to his pocket.

"You are both witness as to that," he said. "Very well. That will do, Bloxham; that will do, Wiggins. You can go now. When my lawyer comes from town to draw up another formal will, which he will do in a few days, I shall not forget either of you. There, go; no thanks."

The old man went back to his study with unsteady step, muttering to himself as he tottered along, and the two servants as they watched him go down, thought he had aged ten years since they had seen him in the morning.

When Fred Festynge, the banker's younger son, returned from a long stroll over the estate with a good appetite, Marjory, whom he kissed on both cheeks and on the lips with a lover's licence, told him all that had passed. And he, having as good a heart as ever beat in manly breast, made up his mind to at once intercede with his father on his brother's behalf.

"Peter," he said, "has not been altogether the best of brothers to me, but I can't see him done



out of his inheritance in this way. Come, Marjory, we will see what persuasion will do."

"I have tried already and have failed," she said sadly.

"Never mind, we will make a joint assault, and this time he cannot but give way."

So they went at once. When Fred, after knocking twice at the study door and getting no answer, opened it, a terrible sight met his eyes. There in his arm-chair, gasping for breath, with colourless cheeks and livid lips, lay the old banker, utterly unconscious, and to all appearance slipping fast over the brink from which there is no return.

Help was immediately at hand. Everything was done that the afflicted members of the household could think of to restore consciousness. The village doctor was sent for in hot haste, but on his arrival he shook his head. There was no hope.

"Oh," said Marjory, sobbing as if her heart would break; "if only Peter were here and could receive one little word of forgiveness."

In a few minutes all was over.

Reverently they bore the body up the stairs, and the last kindly office for the dead having been performed, left him on the bed where he had slept for years since he lost his wife. Then Fred, having telegraphed for the family solicitor in London, and telegraphed also for his brother, who, he believed, had gone to an hotel frequented by him when in town, went downstairs to comfort Marjory, himself almost stunned by the awful suddenness of the shock.

And where was Peter? Bloxham, the butler, knew, for as soon almost as the breath was out of his master's body, he sought out the coachman, and, after a long conference with that worthy, took him into his pantry, where sat the disinherited son, moodily puffing at his pipe.

"We don't see how it is to be done, sir," said the butler. "It's not the danger of the thing; it's principle. We are honest men, both of us, and we can't see wrong done."

"Well, haven't I been wronged don't you think?" said the young man sulkily.

"Certainly you have, sir. And so have we. For the master promised us five hundred apiece when he made us sign his will, didn't he, Wiggins? and we have lost that—which is as much to us speaking comparatively, as what you have lost is to you, Mister Peter."

"Oh, stop that drivell," said Mister Peter angrily; "and let us come to terms. I don't want you to compromise yourselves. All you have to do is to keep quiet. I will take the risk."

"We couldn't take any risk, sir," said the butler.

"Couldn't think of it," chimed in the coachman.

"I don't want you to. If that cursed piece of paper disappears, nobody need ever know anything of its existence. What is your price?"

"Well, sir," said Bloxham, eyeing him with a cunning look. "We have lost five hundred apiece."

"And you want that five hundred?"

"Yes, to begin with. But we have got consciences, both of us, tender consciences, and it will be a twinge to—"

"Hang your consciences."

"That is exactly what we say, sir. And if we are to do that, we must have something, don't you see, to make up for it. We think—Wiggins and I think—that another five hundred would about meet the case. That makes a thousand pounds apiece."

"Curse you," cried young Festyng, rising from his seat and pacing the room with angry energy. "It is extortion—sheer robbery."

"Just so," said the butler, coolly, "but as I said before, we don't propose to have any hand in the robbery. All we undertake to do is to keep our tongues quiet."

The young man paced the room for some seconds, muttering occasional oaths, while the two rascals eyed him closely with cunning smiles lurking about the corners of their mouths; and then stopped short and said moodily, "Well, I consent, a thousand be it."

"We must have your bonds, sir. There is paper and ink, and you can write them whilst I go to make sure the coast is clear. And, of course, it is understood, Mr. Peter that we both remain in your service, when you are master here, if we choose."

To this demand also young Festyng found himself forced to consent, and shortly afterwards Bloxham and Wiggins left him, the former carefully locking the door of the pantry when he got outside.

At a late hour the butler returned. "It is all

right," he whispered. "Mr. Fred has gone down to the village to make some arrangements. Miss Marjory is in her bedroom with her maid, and I have so frightened the servants with ghost yarns that they dare not stir out of their rooms for their lives. He! he! The coast is quite clear."

Together the two men crept silently up the broad stairs and made their way to the door of the room where the dead lay.

"Here are the keys, sir," whispered the butler. "I took them out of his pocket. Mr. Fred has never thought to look for them. He will do so soon, though, sure enough. I will stay outside, sir, if you don't mind."

"You are afraid, you coward."

"No, no; but we must take care we are not over-seen. I will keep watch." His teeth were chattering.

Peter Festyng, with an expression of contempt, took the bunch of keys from the man's hand, and entered the room. A deep gloom filled the greater portion of the apartment, but the rays of the moon, which was at full, found a way through the white blinds, and cast a subdued and supernatural light upon the bed and its immediate surroundings. The silence was complete, and, as the silence of a death chamber always is, oppressive and fearsome.

He walked straight across to the safe. Courageous as a rule, and by no means superstitious, he now felt unnerved and strangely apprehensive. The deed he had set himself to do was evil, and the knowledge of this made him a coward. He tried to keep his face averted from the bed whereon his father, sleeping the last still sleep, lay, but a sort of fascination, not difficult to account for, compelled him to look. This was the man, who, only a few hours before, had driven him with wrath and contumely from his presence! The face which looked at him then so blackly was white and tranquil enough now; the eyes which shot out fury in their glance were closed and expressionless, the lips through which had poured a torrent of bitter words were silent now, though they seemed to move. He could almost have sworn that he saw them move. Was this his work? Perhaps; but for his crime and the shock which the discovery of it had given, this rigid lump of clay might have been alive still. He shuddered. He felt like a murderer, and the worst of murderers, for he had killed his own father.

By a strong effort he conquered the dread which was coming over him, and put the key, which previous experience enabled him to select at once, into the lock. The door opened easily, but with a creak which struck the blood in his veins with a sudden chill.

With feverish haste he thrust his hand into the safe, and, knowing where to direct his quest, drew out the paper of which he was in search. He unfolded it, and drawing back a little into a streak of light which came through an uncovered part of one of the windows, tried to read the words it contained.

What was that? A sound! A rustling of the clothes of the bed by which he stood, and which he almost touched. He trembled. A cold sweat broke out upon his brow.

The sound was repeated. He would have given his soul at that moment rather than have looked round, but some invisible force seemed to take his head in an iron grip and turn it round in spite of him.

*The dead was coming to life!*

There was no delusion, as the terrified spectator tried in vain to convince himself. The old man had half risen in the bed. The sheet with which alone he had been covered had fallen away, and he supported his body with both arms resting on the bed. His eyelids were open, and his eyes glowed like coals of fire. The lips moved, but no sound came from them. Was he really come back to life, or had this sacrilegious act stirred his spirit to return temporarily to its earthly tenement for the purpose of preventing the wrong?

Peter Festyng looked on in horror. He tried to cry out, but his tongue was fixed to the roof of his mouth.

The old man continued to look at him with an increasing intensity, which acted like a fascination in drawing the wretched thief, step by step—step by step—to the bedside. Presently the dead man put forth one hand slowly, still keeping his gaze fixed upon his guilty son, until the long, white, gaunt arm, was slowly extended to its full length, took the paper from the unresisting grasp, and as slowly withdrew it. Then with a terrible cry, and a shudder which shook the bed, he fell back upon the pillows.

The spell was broken. Power returned to Peter Festyng's limbs, and he fled.

The butler heard the cry, and when he saw his young master rush past him with frenzy in his eyes, he too took fright and retreated downstairs to his pantry as fast as his legs could carry him. But Peter Festyng did not stop in the house. He sprang to the hall door, opened it, and disappeared into the dark.

That night the servants told themselves that the house was haunted. In the morning, when Fred and Marjory entered the death-chamber, they were horrified to find the body disturbed and were filled with unspeakable astonishment to see in one hand, which had been left folded over the old man's breast, a will, dated the day of his death, which disinherited his eldest son. The open safe, with the keys hanging from the door, did not lessen their wonderment.

The mystery was never solved. Some believed that the old man's spirit could not rest until the will, which had been hidden where it could not have been found, was brought to light. The village doctor declared stoutly that his patient was as dead at night after the seizure as he certainly was in the morning, but those who were thought to be more competent to judge, from their knowledge of these matters, averred that the old gentleman was not dead when he was left in the room for such, and that he must have revived during the night, and have struggled, and perhaps called for assistance, but have died before day-break. How he could have procured the keys, have got open the safe and returned to the bed, they did not pretend to explain, nor could they believe him capable of it at all. So a mystery the whole strange business remained.

As to the butler and the coachman they discreetly held their tongues, and shortly afterwards the former left, declaring that he "couldn't abide the house since the old master died."

Peter Festyng never returned and was never afterwards heard of, so that Marjory, who in due time was married to Fred, could not bestow upon him, as she would gladly have done, a portion of her wealth. Search was made for him far and wide, but no tidings could be gleaned. It was believed that he had made away with himself in a fit of insanity.

**A DANGER TO NAVIGATION.**—Another rock, constituting a danger to navigation and in the track of navigation, has recently been found off the south coast of Newfoundland. Some 22 miles south of Cape St. Marzo is a bank with 30 fathoms of water on it, frequented by fishermen. The rock, now called Lamb Rock, is stated to break in bad weather, and it seems strange that, with so many fishing boats about, it should have escaped detection so long. The importance of the knowledge of its existence will be at once seen, when it is remembered that many mail steamers pass this way on their course to the St. Lawrence.

**MARITIME CONFERENCE.**—At Cambridge, a public meeting of the friends and supporters of Mr. Charles Hall, Q.C., M.P., has been held, to congratulate him on his appointment as First Commissioner for England at the International Maritime Conference at Washington. Lord De Ramsey proposed, Mr. J. C. Lawrence, Q.C., M.P., seconded, and Mr. Sydney Gedge, M.P., supported the following resolution:—"That this meeting tenders its warmest congratulations, to Mr. Charles Hall, Q.C., M.P. for the Western Division of Cambridgeshire, upon his appointment to the responsible position of First Commissioner for England at the forthcoming International Maritime Conference at Washington, and whilst wishing him God-speed in his mission takes this opportunity of thanking him for this genuine proof of his true patriotism and of his interest in the safe conduct of the shipping trade of the world, in the well-being of which the people of this Empire, and especially the large number of her Majesty's subjects at sea, are so deeply interested." The resolution was carried unanimously. Mr. Charles Hall, in responding, said he believed it was the first time England had determined to shew her goodwill to America by sending representatives to a Maritime Conference in that country, at which most important questions would be discussed. Captain Selwyn, M.P., proposed, and Mr. H. A. Giffard, Q.C., seconded: "That this meeting views with satisfaction the action of the Government in sending a delegation to the forthcoming International Conference at Washington, and desires to record its approval of a policy which aims at giving additional safeguards to life and property at sea, thereby stimulating and encouraging the growth of the shipping and commerce generally of the United Kingdom, and the further employment of capital in producing remunerative wages for the people." This was adopted, and the meeting closed.

## CORRESPONDENCE.

## MATES NEED ORGANISING.

To the Editor.

SIR,—In reference to the subject of second or assistant engineers receiving more pay than the first mate, I beg to state that I have known several cases where young men earning 20s. or 25s. a week in the shop, and who never had been at sea before, were signed on at £9 per month as second or assistant engineers, while the first mate received only £7 10s. per month. I for one can't see that such a scale of pay is just.

Another thing I would like to draw attention to, namely, have deck hands not as much right to be knocked off duty on Saturday while in port as the firemen, that is of course presuming that they are not required to shift ship, or any necessary work, after 1 o'clock.—I am, &c.,

Ex-SHIP STEWARD.

September 28, 1889.

## "SEAFARING" AND UNIONISM.

To the Editor.

SIR,—Various trades' unions are now making rapid strides to promote the general surroundings of their conditions, and to lift their members to something like a manly, independent position to earn their daily bread.

In recent and successful efforts the Sailors and Firemen's Union stands pre-eminent in the front ranks. Not alone have they started a Union whose branches are springing up throughout the United Kingdom, but their particular trade affords them every facility of making theirs a world-wide Union, if only taken advantage of. They have their own Press, SEAFARING, in which their claims are pleaded and their wrongs proclaimed to the world. This is a want all other trades' unions require. Now if we are not bold enough to venture one of our own, let each trade lend a helping hand to make SEAFARING a great success, whose editor, I am sure, would open its columns for all genuine trade union reports, and become the general and acknowledged working man's paper.

One great advantage all trades' unions would derive from such a course would be their meetings, &c., for social and general welfare would be honestly placed before the public, and every sailor and fireman would become a missionary for preaching and conveying the gospel of SEAFARING and of trades' unionism the world over.—I am, sir, yours truly,

P. A. TYRRELL,

Member Amalgamated Engineers.

54, Manor-street, Dublin.

## PROPOSED SEAMAN'S FRANCHISE.

To the Editor.

A lady sends the following:—*Justification.*—Any rating corresponding or superior to that of able seaman or of fireman shall qualify for the franchise. *Constituency.*—Sailors qualified as electors to be allowed to choose for what constituency they will be registered. *Method of Voting.*—In every British port the shipping-master or the chief of the Custom House—and in every foreign port the English consul shall be authorised to act as returning officer for any election which may be in progress in the United Kingdom. Sailors absent from their constituencies may fill up their ballot-papers before this officer, on furnishing satisfactory proof of identity; and it shall be his duty to telegraph the result to the local Returning Officer, and forward the ballot-papers by post. Such votes shall be receivable during day between the issue of the writ and the polling day, including the latter; and the local returning officer shall reckon all votes of which he is informed by telegraph before the closing of the poll.

## THE BLESSINGS OF OUR UNION.

To the Editor.

SIR,—The accommodation and food of seamen on board of ships is no worse than the food and accommodation on shore. However much this may be denied by others, you, who are conversant with the lives of the seamen, can testify to the truth of this statement, and in the mouth of two or three witnesses shall this truth be established. Whose heart has not bled for the seaman when he has known them compelled to go and live in the so-called "Sailors' Homes and Boarding Houses" in the neighbourhoods which are honey-combed with prostitutes and brothels, and whose masters are doing all they can to fleece "Jack" of his hard-earned cash; where many a night he must sleep in the same room and sometimes compelled to sleep in the same bed with drunken men, besides having to

sit at the same table and hear continually their oaths and curses, and many of these men are not seamen, but the commonest of tramps, who are admitted as seamen into these so-called boarding-houses, and this is the sort of homes and company into which our dear sailors are forced to go, and this is what he must endure or become a fallen man. I refrain from mentioning more of the great evils connected with these houses, and others, to which they are an ever willing auxiliary. We say, and our leaders say, these things shall not be, and does not that blessed rule 12 say, "Homes for seamen may be established by resolution of the Executive Committee, and be under their control." Note "homes." The sailor in a foreign land is often cheered with the music of that loved song, "Home, Sweet Home." Now, these homes will enable the world to see that our Union means to benefit the seamen, by providing better accommodation for them. Before they have better accommodation on board ship, the battle must be fought with the shipowners and with Government, but in this case the victory is much easier gained, for we have the hank in our own hands, and no one daring lawfully to forbid or make us afraid.

Provide a home and comfort give,  
The seamen daily cry;  
Oh yes! we will, sure as you live,  
Our Union makes reply.

The night is far spent, the day is at hand when a home of our own will be established at every branch if we can only get those in office aroused as to their duty in this respect.

The first great benefit which our seamen will derive from our own homes will be as follows:—

No intoxicating drink will be allowed on the premises. There are several publicans taken to themselves the name of Seamen and Firemen's Union boarding houses. This, for the sake of our good name, ought to be stopped at once, for how can we, professing to do good to the seamen, give licence to publicans to call their "hell traps" by our honoured name, and sooner or later, when we want the name for our own homes, we will be told we are stealing the name from others. We never ought to have allowed any of our Union men to board at a public-house; in these houses a pint of beer is allowed to each man per day, a true picture of "throwing a sprat to catch a mackerel." Poor Jack often bites at the bare hook, and he hurls him in. Then let it be understood that our homes are temperance homes.

The second great benefit is, viz.:

You will only be expected to pay for the time you are there. It is common in other so-called homes to overcharge, that is if you happen to be there eight or nine days they charge for two weeks' board. Now is this not a grievance great and tall stalking through the land, and one which our Union has faced and will kill?

The third great benefit is thus—

You can have the balance of your advance note in ready cash, so that you may go and buy at the cheapest markets; and you need not be charged 5s., and so on, for cashing of the same. This will be willingly granted to you without commission, of course by way of acknowledgment, you could give a small donation to the Widows' and Orphans' Fund, but this will be optional.

The fourth great benefit, namely:—

The food will be of the best quality, you will not be asked to live on American or tinned meats, or commonest tea, vegetables, &c. The managers of the home will not scruple to pay a good price for a good article. You have plenty rubbish at sea, and we don't wish you to eat your peck before your time, and of course we decidedly object to donkey's breakfasts being admitted to our dormitories, but a clean comfortable bed can be thoroughly relied upon. N.B. No tramps admitted. We could go on enumerating more benefits, but time and space forbids us saying any more at present. Consequently we shall reserve the same for some future issue. In conclusion, let me say I hope the annual general meeting will give its special attention to the accommodation of the seamen ashore.

W. T. GRAY.

P.S.—The profits, if any, will be added to the general funds.

## A MASTER WRITES.

To the Editor.

SIR,—Your correspondent "Enquirer" says look at the loss of life from 1876 to 1883. He says 48 arose from neglecting to show lights. Now, Mr. Editor, it is now not long since I was in a ship. We had our side lights forward. A rule was made for the lookout man every hour to report whether the lights were burning bright or no. We have heard the word passed "lights all right, sir," but not five minutes from that I have gone off

the bridge, not taking his word for granted, and the lights have been all but out. Now, it is not always that the officer can leave the bridge for such like, especially on a dark night, but I suppose the mate's to blame; and 102 arose from general negligence and want of caution. I quite agree with him, but what is the reason? Generally because the master won't take his mates into his chart room and consult together, and remember that two or three heads are better than one. We are told that 92 losses arose from bad lookouts. If there is anything to do on deck there is no one to take the lookout. It is reported that 128 arose from neglect or misapprehension of steering rules. Whether he has got an extra certificate or ordinary one an officer cannot help accidents. It is said that 58 arose from thick or foggy weather, and a wonder there are not more, seeing the way the master of a ship is driven; if he won't drive another one will. We are told 53 arose from error of judgment. Is that because the master has not got an extra certificate? I think "Enquirer" wants all captains to have extra certificates. Does "Enquirer" know the difference himself between extra and ordinary certificate? He says, Is the ordinary examination adequate to test the competency of a master to navigate an iron ship? I say yes, if he has got the sense he was born with. I myself think it is easier to navigate a fast steamer than a slow one. If he has experience enough without his extra certificate, or if he is not capable of rating his chronometer by having an ordinary certificate, he can't with an extra certificate or his deviations either. Now, I think, Mr. Editor, "Enquirer" either holds an extra certificate himself or he would like to see the poor man ground down lower than he is. I, myself, hold an ordinary master's certificate, and don't think I am ever capable of getting an extra one, for my scholarship won't allow me, but I think myself quite capable of doing all he proposes with my ordinary one. I say to him live and let live, for there are plenty of men quite capable of taking charge of a ship, either sail or steam, far better than plenty that have got certificates. I say certificates, and a good deal of the examination is one-half rot. Hoping "Enquirer" won't take any offence. I shall be very glad, Mr. Editor, of your Union progressing forwards. I don't belong to the Union myself but will help you all I can. My motto is "nothing but Union men," hoping all officers will try the same old game. It will stand the trial. If every officer would join in one accord we would come the better off ourselves in more wages, and not have night and day work in harbour for nothing. I say help the sailors, officers. Some forget the time when they sailed before the mast. Perhaps we will never get a Union formed till such time as the sailor says, "We want our officers to shew their Union cards." I hope the day is not far distant. Sailors, stick to your colours.

ANSWERER TO INQUIRER.

## AFRAID OF "SEAFARING."

To the Editor.

DEAR MR. EDITOR,—I must apologise for not answering Captain Kelsey's challenge before, as I have just been to Bath for my holidays, but, nevertheless, I had the paper, and was thunder-struck when I read it. He must be a perfect gentleman. I did not threaten him, but I should certainly have liked to if I had taken him the papers. I laughed heartily when I read it. I wondered whether he was stout, thin, long, or short, and above all, a prize-fighter. Now, Mr. Editor, I am open to all comers to fight out Jack's cause as well as I can on paper, but without fists. If Captain Kelsey is in London, will he be so kind as to answer one question, namely, what was his reason for throwing SEAFARING overboard? Hoping I am not trespassing on your space,—I remain, yours in the cause,

H. PAYNE.

71, Trinity-street, Barking-road,  
Canning Town,  
September 28, 1889.

## SWEATING SYSTEM.

To the Editor.

DEAR SIR,—Thanking you for past favours, I would kindly ask you for space for the following: In perusing your issue of September 21 it gave me much pleasure to see the notice of the Bristol branch drawing the attention of owners, captains, engineers, and others to the fact that they could be supplied with hands from their branch to do all necessary work appertaining to both steamers and ships whilst in harbour. I would like to tell our other branches that we in Glasgow are hand in hand with the Bristol branch for the same object, and that object is to destroy



these impostors called "contractors or sweaters," and make them work for their living honestly as others have to do, instead of pocketing (as I know they do) three-fourths of the proceeds of the labour the poor deluded fools of men earn by the sweat of their brow who are engaged by them (the sweater). Why, Mr. Editor, there are in Glasgow several of the beneficent beings who reap a fine harvest sucking the blood of their fellow-men, throwing dust in their eyes by giving them such splendid wages as 5s. or 6s. per day, and an enticing reminder (in the shape of a glass of rot-gut spirits) of what a good fellow I am. I will give you an idea of how one or two of them do business. The first man (he will be nameless) gets a steamer to do her boiler work by contract, such contract being that he receives from £30 to £40. He puts six men at the job, for which he pays five of them 5s. per day, or the extreme 6s. per day; the other he keeps as a leader to push the work along, and who gets 1s. per day extra. The job lasts about a week (in many cases less), all he (the sweater) has to pay amounts to £11 or £12, pocketing the balance himself, and when he gets down to his villa (the rent of which is £200 a year—not bad for a boiler cleaner) he quietly laughs up his own sleeve at the idiots who sweat and toil themselves to death to keep him (the sweater) in such luxury while they are like a lot of scare-crows living from hand to mouth all the year round. The other he does not live in a £200 a year villa, but I have no doubt that his ambition drives him in that direction. This working man's friend, I am sorry to say, professes to be a member of our Union. (Perish all such members!) He does a regular line of Clyde traders, for each steamer of 12 fires he gets £3 for sweeping tubes. He employs five men to do that job, which only lasts one day, he pays them 8s. each for that day, therefore he pockets £1. Bear in mind he has nothing to supply, and does no work himself only when the humour comes on him (which is very seldom), and if the men were pushed he might give a hand to get the muck ashore. When finished with that the men are put on time with him as boss, getting his daily pay besides so much for the use of tools, the majority of which belong to the company. He takes other ships as well when opportunities occur, but I am proud to tell you, sir, that there are good Union men on the track of these blood-suckers, and with the assistance of our great organisation and our cruiser, SEAFARING, I hope soon to see them one and all swept clean out of the harbour of Glasgow. We have handbills in circulation asking all shipowners, superintendents, engineers, and officers, to support us in this work of abolishing the sweating system by applying at 13, James Watt-street, for men to do all such kind of work. By their so doing they will be supplied with the most efficient workmen, whose work can be guaranteed. In conclusion, I would earnestly ask all other branches to go in for the same object, and so send a thunderbolt among these vampires who live and wax fat on the ignorance of their fellowmen. Begging a thousand pardons for taking up so much space,—Believe me to remain,

RAMBLER,  
Member of Glasgow Branch Sailors'  
and Firemen's Union.

Glasgow,  
September 28, 1889.

#### GOOD SAMARITANS.

To the Editor.

DEAR SIR,—Would you be so kind as to put this article in your valuable paper? Monday night, at 5 p.m., ss. *Brisco*, of Newcastle, was going out to sea on a voyage to the Mediterranean when one of the men, an A.B., got one of his legs broken and the other one bruised, and the master had the brutality to put the man on board of the tug-boat and send him on shore without signing him clear of the ship. When Brother Cowie went on board, at the request of the injured man, to ask the master if he would give him a pass so as to get the man in the infirmary, the master point blank refused to give him one. Now, what I should like to know is this, what would that man have done if we had been so inhuman as that master was? But I am happy to say that our noble Union did see that the man was properly taken care of and put in the infirmary; so now I should like to know who will be responsible for this man while he is sick? Now this master, to make a long story short, is about the most inhuman man that I have come across for some time, and I think it is about time that we let such men as that know that we are not quite so easily to be put on as he thinks, and I should advise that he be reported to the Board of Trade, and that at once, as I think he had no just right to send that man on shore as he did, to stop in the streets or anywhere for all he cared as long as he got clear of the man.

But the time is coming when we will let him know, and the likes of him, that he cannot do as he likes with the British seamen of to-day as they did in the days of old. So hoping you will put these few lines in your paper as soon as you can, you will oblige yours in unity,

JOS. H. BEIGHTON.

South Shields, October 1, 1889.

#### A QUESTION FOR SIR M. HICKS-BEACH.

To the Editor.

SIR,—The master and principal of the Dublin Sailors' Home being an ex-policeman, I would like to ask Sir M. H. Beach, through the medium of your tight little craft, SEAFARING, how he gets the privilege of entering the shipping office to transact business with seamen, this privilege not being allowed to any other individual that has same to transact? I being a Union man that is writing this have been ordered out; and if I did not leave, the other ex-policeman (pensioned with B.T. on his cap) would have me arrested. Even when I am seen waiting outside the shipping office, the aforesaid "B.T." will very kindly send for the nearest constable to have me removed. Now, Mr. Editor, I firmly believe that the capitalists of Great Britain and Ireland are at the head of this to keep men from uniting together to get a fair share of the bread they are earning so hard. I being the outside delegate of the Dublin branch of the N.A.S. and F.U., can plainly see they are doing all in their power to prevent us from organising the seamen who come into the port of Dublin.

JAMES THORNTON, O.S.D.

87, Marlborough-street, Dublin.  
October 1, 1889.

#### GRIEVANCES OF LIGHTSHIPMEN.

To the Editor.

DEAR SIR,—I read in your paper a few weeks since a letter from one of the Trinity men upon their grievances, and I think it is high time they joined our National Union, so when the time comes for our general secretary to be elected for some borough he will have all the facts of their system of sweating as carried on on board of their different lightships. Let me draw the public attention to a statement given to me by one of themselves as regards wages. When they first join they must be in their prime and able-bodied. They get for the first three years £2 12s. 6d. per month; after three years from time of joining they receive the magnificent rise of 2s. 6d., making the total £2 15s. They are kept at this for a further period of two years when they receive a further rise of 2s. 6d., making in all a grand total of £2 17s. 6d. for five years' faithful service. They are kept down with petty tyranny by their supposed superiors. Why, Mr. Editor, would you believe that they carry their officialism as far as reporting a man for disobedience of orders because a man went down below and lit the fire to warm a drink of coffee, it being his watch on deck, and for that great crime he was sacked. Now, my advice to all hands in the Trinity service is to join the National Union like a good many more of their class have done, and light shoulder to shoulder, and right will be might in their case. I hope some influential person will inquire into the grievances of these brave and hardy men, for without them our commerce would receive a serious blow, and I for one would not like to keep a look-out for the Eddystone or some other such dangerous rock, only to know I was there when I felt it. This is no idle talk, and the authorities whoever they are, will be responsible for the consequences if they don't put a stop to the petty tyranny of their petty officers.—I remain, dear sir, yours in unity,

F. JACQUES,  
Secretary, Yarmouth Branch.

#### HELP HIS WIDOW.

To the Editor.

DEAR SIR,—Will you permit me to bring under the notice of the readers of SEAFARING a distressing occurrence which has recently happened? One of our members (William Beveridge), fireman, Bo'ness, was drowned off his ship, the ss. *Dale*, in Riga, September 17. This is the fourth death in this branch from drowning during the past three months. Beveridge was one of the crew of the ss. *Tay*, who went to gaol in the cause of the Union during the late strike. Since that time, through sickness and other causes, times have been hard with him. When he met his death he had not been 14 days on board the ship, and there is no pay due to him. He has left a wife and small family totally unprovided for his children—three in number—being very

young, as the oldest is but 6 and the youngest not yet 4 years old. His widow has not even relatives to assist her, either on her husband's side or her own. He was a sober, steady man, and his widow is equally respectable. He was but three months in the Union, consequently we are unable to afford his widow the benefit to which she would have been entitled if he had been a free member. But we will do all that we can, and I venture to appeal to Union men to assist in trying to make some provision for the helpless widow and orphans. Another member, William Drysdale, was accidentally drowned in the timber pond in Grangemouth within half-an-hour after he had got his first job when the strike was over. He had been seven years in the vessel he left to come out on strike, and he has left a widow, who is quite helpless, being a cripple. I shall be glad to receive donations on behalf of these poor women who have lost their breadwinners, and trust, sir, that you will permit me to say that subscriptions may be sent to the editor of SEAFARING also.—I am, yours in unity,

CHARLES C. BYRNE.

Grangemouth, October 1, 1889.

#### THANKS.

To the Editor.

SIR,—A short time ago the Steam Shipping Company's *Antrim*, of Belfast, posted a notice at the shipping office requiring a crew. There was a considerable amount of men willing to engage, but it appears that the owner of this vessel, seeing there were plenty of men, thought it would be a grand opportunity to further reduce the starvation pay of sailors and firemen; but the men present stoutly refused his noble offer of £3 10s. for sailors and £3 15s. for firemen. But being determined to carry his point he gave out that he would not sign that day, so as to mislead the men, and then went prowling around until he was successful in securing the services of four sailors to his liking, still being unable to get firemen; but as the vessel was only going to Maryport he considered that anything would do for firemen, and secured the services of a few labourers (blacklegs amongst their own brethren), and succeeded in getting away, we being at the time powerless to prevent them in this action, seeing that he signed these men late in the afternoon.

We understanding there would be no more signing that day, our secretary reported the occurrence to the Union officials at Maryport, and we are very happy to thank Mr. Smith and the men of Maryport for the action they took on this vessel's arrival. It appears that his scab firemen had not signed to go the voyage, so that he required to ship a fresh crew of firemen, but the men of Maryport stoutly refused to sign as long as he had his £3 10s. sailors on board, so it appears he got clear some way or another of the sailors and signed a fresh crew, sailors £4 5s., firemen £4 10s., after losing, we believe, two or three days. Now we have reason to know that his scab sailors were neither signed clear nor received any remuneration for their services for taking the vessel to Maryport, and had, as far as we understand, to solicit a free passage back to Belfast, which we sincerely trust will be a warning to scabs. We again thank the secretary and men of Maryport for this fresh victory to the cause of Unionism. We trust you will insert this in your valuable paper, SEAFARING, and return you our warmest thanks for past favours.—We are, dear sir, your grateful servants,

MEMBERS OF THE BELFAST BRANCH.

Belfast, October 1, 1889.

To the Editor.

DEAR SIR,—Would you kindly allow me through the columns of our little craft, SEAFARING, to return the sincere thanks of Mrs. Docherty and the members of the Greenock branch to Mr. Dench and the men of Dublin for the noble action they took in saving from a pauper's grave the remains of Daniel Docherty, who was accidentally drowned at North Wall, Dublin? Their noble action will go a long way further than words to strengthen the Union and prove that Union men will have good friends in every port. On behalf of the widow and members of the Greenock branch, I am yours in unity,

E. DONNELLY.

Greenock, September 28, 1889.

It is said that the Pilkington Bank, off the Liverpool landing stage, is disappearing.

A STEAMER has just loaded 1,190 tons of coal in the Bute Docks, Cardiff, in four hours.

## IN THE DOG WATCH.

Captain Dawson, of the Royal Navy, who is secretary to the Missions to Seamen, contributed to the Church Congress, at Cardiff, last Tuesday, a paper, in which there is much matter worth notice. He says for instance:—

In case of death on the high seas, where the body cannot be brought to land, there is nothing analogous to a medical certificate of the cause of death, or to a coroner's inquest. This immunity from inquiry naturally engenders recklessness of human life. Out of 4,434 deaths of masters and seamen in the British Merchant Service reported during the year ending June 30th, 1887, only 1,147 were officially said to be caused by diseases or natural causes, leaving 3,287 deaths which, had they occurred on shore, would have given rise to coroners' inquests. In other words, three-fourths of the mortality in the British Mercantile Marine are officially said to be by sudden deaths, i.e., 59 sudden deaths per week. Thus:—

Drowned and killed by wreck	... 1,913
Otherwise drowned by accident	... 874
" killed	... 280
Accidental deaths?	... 3,067
Murder and homicide	... 33
Suicide (?)	... 73
Unknown causes	... 114
Diseases and natural causes	... 1,147

Total deaths ... 4,434

It is probable that medical inquiry, and still more legal investigation in each case, would alter the distribution of these figures considerably. Great reduction in the death-rate would be caused by such investigation as would make known, according to ancient laws of Oleron, "Whoe killed him? and to whome the said shipp did belonge?"

Again, we are told by Captain Dawson—

The average annual death-rate per 1,000 in the Queen's service afloat, for each of the five years, 1856-60, was from all causes 18.41, and from diseases alone, 14.34; whereas for each of the five years 1883-87, it was 7.47 from all causes, and 4.94 from diseases alone. In other words, in the year 1887, 450 men-of-war's men were kept alive, who at the death-rate from diseases alone in 1856-60 would have died. As there is no Medical Director-General for the Mercantile Marine, and no medical inquiry as to diseases and deaths afloat in that service, and of course no medical man carried, except in a few passenger ships, the preventable waste of life in merchant vessels from lack of sanitation, inquiry and publicity, must be enormous; whilst the number of merchant seamen and firemen incapacitated from duty by vicious diseases, or by sicknesses aggravated by immoral practices, must be very large.

Captain Dawson adds:—By improper diet, that is, the absence of vegetable food, a kind of rottenness of the flesh, called scurvy, is engendered in the mercantile marine, for which Parliament had to compel the use of lime-juice as an antidote. Notwithstanding this legal antidote the Seamen's Hospital, Greenwich, admitted an annual average of over 33 merchant seamen suffering from scurvy during the 23 years, 1865-1887, of whom 15 men died of this preventable malady. All the sufferers in 1887, and most of them in preceding years, came from ships trading with the Indian Ocean where there is no Sunday, and consequently not much kindness. American merchant ships are generally kept free from these preventable maladies by the cheap preservation of potatoes in barrels with molasses, of cabbages in brine, and of dried onions and apples; without the use of lime-juice or any other antidote. Scurvy is as unknown in the Royal Navy of this generation as leprosy; though its dietary is by no means perfect in this respect.

To find a naval officer of Captain Dawson's rank shewing himself so far alive to

\*See Parliamentary Return, 325, of August 4th, 1888, "Merchant Service."

the needs of Merchant Service Jack is as gratifying as it is rare. It is doubly gratifying in the case of Captain Dawson, holding as he does an official position in a society which largely depends upon the subscriptions of shipowners and capitalists, who regard contributions to the Missions as a sort of insurance effected on their own souls—an insurance against fire in the next world. It is to be hoped that the extracts which we give above from his paper will meet with the attention they deserve.

A very interesting work is about to see the light. It is reported that Dr. Charles Henry Leet, F.R.C.S., who resides at Seaforth, has a pamphlet in the Press entitled, "The Ship's Surgeon of To-day," giving his own experience of the British Mercantile Marine Service in the Atlantic and China passenger steamship companies.

Dr. Leet, is, we believe, medical officer to the Bootle branch of the Sailors' and Firemen's Union, and as he seems to be a good friend to the cause, we wish him and his work success. In any case, we shall be happy to see the volume when it is published.

Dr. Leet has evidently not lost his interest in seafaring men on ceasing himself to go to sea. In appealing to the public through the Press for help for the widow and child of a man—a carter—who had died from blood poisoning, contracted while acting as a coal trimmer aboard the White Star Liner *Britannic*, Dr. Leet said:—

Upon this sad story I will only offer one word of warning—the result of practical observation: That no man without previous sea experience of two or three voyages as fireman or trimmer should be ordered watches longer than the regulation time. Good and willing hands should not be overworked. The surgeon should inspect men after every six hours' watch. In fact the engineers in Bootle and Liverpool have great difficulty in securing efficient trained men under the present unsatisfactory system, or rather want of system, of engagement. The Aged Mariners' Home receives "munificent donations," but if human life on board the Atlantic passenger steamers (in the firemen's room) be not more carefully supervised, a fund should be started for the relief of the families of this most useful class, who have lost their bread-winners through blood-poisoning in the conscientious discharge of unhealthy and exhausting duties.

The voice of SEAFARING was long as that of one crying in the wilderness of journalistic indifference to the question of food aboard ship, but that time is now past. Now that seafaring men have a strong Union, and are helping themselves, they find others ready to help them. For instance, the *Lancet*, an able and powerful organ of a great part of the medical profession, says:—

Among the many desirable improvements would be a re-arrangement of the sailor's dietary. The science of victualling ships has made enormous strides of recent years; but with all this the sailor's dietary is even more defective than the soldier's, which has recently been subjected to severe criticism. The allowance as it stands is defective in quantity; it is also too frequently, as we hear, defective in quality. We must heartily condemn the practice of serving out nothing after the mid-day meal till the mid-day meal of the next day except a little tea or cocoa with hard biscuit. This cannot be sufficient to keep a man in health, exposed as the sailor is to cold and wet above and to steam and damp below deck. What refreshment can there be, after the previous evening fast, to come down after a night or early morning watch to a breakfast of dry biscuit and cocoa? Instead of allowing the men to gorge themselves at mid-day, the allowance should be divided and a good evening meal secured. We could speak of many other points calculated to improve the health of the men and render the service more popular; and such reforms must be undertaken if we hope to man our fleets with really seaworthy sailors.

Upon this the *Engineers' Gazette* makes the following sensible comments:—

These remarks were intended to apply more particularly to the seamen of the Royal Navy, but they are quite as applicable to the ocean tramp's crew and the hard unpalatable fare meted out to them in many cases, and until some reliable method is discovered of preventing such discreditable treatment as we have often heard of, there is no prospect whatever of any improvement. As we have over and over again repeated, there is no use in looking to the Board of Trade or any other Government department for any real reform, and we now repeat that if reforms are brought about at all, they must be caused by the action of the men themselves, whether they are A.B.'s of the deck, or of the engine-room (otherwise engineers).

From the above quotations it is evident that we have many of the engineers as well as the doctors with us in this matter, and we most heartily welcome such powerful allies.

In reply to our question of last week whether any of our readers knew Captain William Mullens, a captain gives us some of his experiences of that gentleman, from which it appears that Captain Mullens' sanity is at least questionable. But as we are told that Captain Mullens was clever enough to convert a piece of iron hoop into a key with which he let himself out of Colney Hatch Asylum, it appears that his madness is not without method.

THE Peninsular and Oriental Company's steamer *Victoria* has beaten the record to Australia, delivering the London mails at Adelaide under 30 days.

THE Rotterdam strike is at an end. All the men were to resume work October 3, following the advice of their leaders to accept the terms of the masters, who have practically conceded the labourers' demand. This decision was come to at a mass meeting of 1,500 of the men, which was held indoors. Steps will be taken to form a trades union. During the strike the police interfered with the men, firearms were used, and several people injured.

THE Anchor Line steamship *Furnessia* has been chartered to carry Barnum and Bailey's great show, its paraphernalia, wild beasts, and troupe from New York to Tilbury Dock, London, on the 2nd of next month, and to take the same back again to New York in the month of March, for the sum of £60,000 for the round trip.

SUFFERINGS AT SEA.—The crew of the steamship *Cayor*, which has arrived at Dunkirk from St. Louis (Sen.), endured during her passage great hardships. Shortly after leaving St. Louis several members of the crew fell ill with fever and ague. In a few days the entire ship's company, numbering 27 men, were, with the exception of two sailors, totally incapacitated, and the *Cayor* was compelled to remain stationary during five days, it being quite impossible to carry on the ship's work. Fortunately the weather remained fine. One of the men, a fireman named Lombard, died when the ship was off Teneriffe. The crew, happily, partially recovered, and the steamer proceeded on her voyage. When, however, she arrived at her destination 10 men were still unfit for work, and were transferred to the hospital, where they are progressing favourably. The *Cayor* belongs to a Bordeaux firm of shipowners.

WAGES CLAIM.—On Saturday, at the Holyhead Harbour Office, before Rear-Admiral J. F. C. McKenzie, Captain Griffith, of Newborough, was summoned by Morris Rowlands, of Newborough, and Richard Ball, of Hayle, Cornwall, for £1 14s. 7d. and £1 0s. 5d., being wages due to the complainants respectively. It appeared from the evidence that the defendant was master and owner of the schooner *Ayr*, and the complainant Rowlands had shipped with him at Cardiff on September 3 at £3 10s. per month, and Ball had shipped on August 27 at 27s. per month, both going on board the day they shipped. The vessel arrived at the valley (Anglesey) with a cargo of coal, and lay there for three weeks. The defendants left the complainants on board and spent one week at Holyhead. When the provisions were finished, Rowlands went in search of the captain, and found him at Holyhead, but he refused to pay the wages, saying he had no money. Judgment was given in favour of the complainants with costs, and half the advocate's fee in each case, and in default warrants would be issued to seize the vessel.



## GOT CERTIFICATES

As Masters or Mates during week ended September 28, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Sutherland, Wm.	O C	London
Roberson, Percy J.	1 M	London
Ansell, Geo.	O C	London
Day, Edwd. W.	O C	London
Lannigan, Trevor S.	2 M	London
Wallace, Robert M.	2 M	London
Pullan, Hubert W.	2 M	London
Coughlan, Hubert	2 M	London
Lewis, Oswald H.	2 M	London
Coffey, Richd. D.	2 M	London
Bee, Herbt. W.	2 M	London
Christian, Arthur	O C	London
Foshawk, F. N.	Ex. C	London
Spencer, Alfred	Ex. C	London
Hogstedt, L. E. A.	2 M	London
McNeil, Alfd. P.	2 M	Liverpool
Stewart, Arthur R.	2 M	Liverpool
Thomas, David	1 M	Liverpool
Evans, Wm.	1 M	Liverpool
Kerr, Thomas	1 M	Liverpool
Parry, Richard W.	1 M	Liverpool
Robinson, Chas. W.	1 M	Liverpool
Byrne, Jno.	O C	Liverpool
Langham, H. H.	O C	Liverpool
Babot, James C.	1 M	S'thampton
Hine, Saml. D.	O C	S'thampton
Oxburgh, Albt. E.	1 M	Plymouth
Adams, Samuel G.	1 M	Plymouth
Wilmshurst, Geo.	1 M	Sunderland
Newton, R. H.	2 M ss.	Sunderland
Corner, Frederick	O C	Sunderland
Robinson, Robt.	2 M	S. Shields
Morrison, W. R.	1 M	Dundee
Black, Jas.	1 M	Dundee
Taylor, Geo. B.	O C	Dundee
Jerratt, Wm. C.	1 M	Greenock
Baxter, Edwd.	1 M	Greenock
Dickson, Robt.	2 M	Greenock
Rodgers, Wm. P.	2 M	Greenock
Robertson, L. Schmitz	O C	Leith
Tanner, E. B.	1 M	Dublin
Evans, Jno.	O C	Dublin
Lesenfeldt, Chas. G. A.	O C	Belfast
Jackson, Geo.	1 M	Belfast
Cadden, Francis D.	2 M	Belfast

## ENGINEERS.

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Grade.	Examining Board.
Frazer, Wm. G.	2	London
Moscovik, A. Gabriel	2	London
Wiseman, W. L.	2	London
Hubardt, Justus	1	London
Toolan, Gavin	2	Liverpool
Watson, Wm.	2	N. Shields
Douglass, Saml.	1	N. Shields
Mills, Arthur	2	Cardiff
Mogford, Wm.	2	Cardiff
Thomas, Wm. T.	2	Cardiff
Williams, Thomas	2	Cardiff
Mayo, Wm.	1	Cardiff
Watt, Jas.	2	Belfast
Kirkwood, Robert A.	2	Belfast

CHARGE OF ATTEMPTED MURDER.—Captain Lawler, of the American masted lifeboat *Neversink*, lying in the Camber, was brought up, at the Portsmouth Police-court last Tuesday, on a charge of attempting to murder a seaman named Meades. It appeared that for some time past there has been a dispute with reference to the ownership of the craft in question, which has, since her arrival at Portsmouth, about a week since, been in the sole charge of Lawler. Messrs. Black and Knowles, claiming to be the owners of the *Neversink*, took advantage of the absence of the captain on Monday night, and put on board a crew of five men. When Lawler returned the crew declined to allow him to remain. He went on Tuesday morning to the American Consular Agent for advice, and was told that he had better retake possession with as little force as possible. Lawler, however, adopted a different method. Armed with a six-chambered revolver and two iron bars, he arrived on board the ship, and is alleged to have floored Butcher, the first man he came across, with a crowbar, and then fired three successive shots from his revolver, wounding a man named Meades in the leg, though not dangerously. Eventually he was secured, and held down until the arrival of the police. The boat containing the prisoner took him to Portsea, as, owing to the threatening attitude of the crowd, it was not considered safe to land him in the Camber. A remand for a week was granted.

## MR. PLIMSOLL ON OVERLOADING.

The *Daily News* (London) of October 1 contains the following letter: I read in your paper to-day of the foundering of the ss. *Zephyr* off Lundy Island, and that one boat containing the master and ten men are missing, and that there is but little hope entertained of their lives. On the 18th September—last Wednesday week—I went on board this vessel in the dock at Cardiff. This was the second time within a few weeks that I had noticed her going to sea shamefully overloaded. I went into the Board of Trade Office, and expressed my opinion of the matter in terms which I do not think they are likely to forget. One of their officers was sent with me to measure her clearside. We found that her clearside was 1ft. 5in.—that is, the height from the surface of the water to the upper side of the deck planking. This was a freeboard wholly insufficient to secure her safety in bad weather. I believe—but I have not my notes at hand—that her draft of water was either 15 or 16 feet 4 inches. I pointed out to the Board of Trade people that although she might get across to Brest if the weather was perfectly calm and the sea smooth, she would be utterly helpless if the weather became rough. Whether she was allowed to go to sea without being lightened or not, I cannot say; but this is the trim in which she has been continually going to sea for a very long time. The captain of the vessel found me in another part of the town during the afternoon, and wanted me to give him orders to lighten the ship. I would gladly have done so had I had any authority; but I was obliged to tell him that I had no authority whatever in the matter, and that he must go to the Board of Trade officer. I may mention in this connection that on a previous visit to Cardiff, some weeks before this, I had noticed a vessel in the Channel very dangerously deep, according to my judgment; and I found on the 18th, when I was again in Cardiff, that she had since gone to the bottom. The *Zephyr* has now gone; and it appears that the captain and 10 of her crew—the poor captain who followed me about the town so wistfully—are numbered with the dead. On returning home I wrote to Mr. Calcraft, at the Board of Trade, complaining of these two vessels, and also of the *Florence*, which was wrecked between Liverpool and the Isle of Man. Two days afterwards I wrote to Thomas Gray, Esq., C.B., the Marine Secretary, making complaint of the condition of the *Arddor*, of Aberdeen.

I do what I can, but what impression can one man make on an evil so ubiquitous as this? In 1876, when Parliament acceded to my entreaty to fix a load-line on ships, they stultified themselves by accepting an amendment of Mr. Norwood's, leaving the owner of the ship the sole authority for choosing where the load-line should be painted, and giving him, in addition to this, the power to alter it whenever he pleased. My proposal was that the load-line should be fixed by the builder of the ship, or by some other competent authority. It is no wonder that the load-line as it was altered by Mr. Norwood has utterly failed to check overloading. The only reason for having a load-line was to check the overloading practices of certain shipowners, and under these circumstances to leave them the sole authority as to where it should be put, seemed to me at the time, as I stated in the House of Commons, like allowing a draper to determine how many inches he will sell for a yard.

I enclose you two letters from the Board of Trade acknowledging the receipt of my comments on all these cases. As for myself and my friends, feeling the utter inutility of a general measure dealing with all the sources of loss of shipping in one Bill, we have determined—and I trust that our determination will be adopted at the Seamen's Congress at Cardiff next week—to go for a compulsory load-line this next session, and that only. If we are successful in obtaining this, a large amount of the distressing loss of life at sea will become a thing of the past. The admirable manner in which the committee on the load-line, presided over by Sir E. J. Reed, did their work, leaves shipowners absolutely without any excuse for objecting to this load-line, as the committee on which the shipowners were amply if not excessively represented, reported unanimously that the various scales of freeboard which they had adopted—one for each distinct type of vessel—would operate with perfect fairness between one ship and another of the same type, and also as between ships of one class and ships of another class, and had been so fixed as to allow of every vessel being loaded to its maximum carrying capacity. I hope the public

will support us in this most reasonable requirement.—I am, sir, your obedient servant,

SAMUEL PLIMSOLL.

28, Park-lane, W., September 30.

CAPTAIN AND MATE MURDERED.—A shocking outrage is just reported from the South Sea Islands, in which it is believed that the native crew, in order to obtain possession of the ship and cargo, killed the captain and mate, and then made off with the vessel. The vessel was a trading craft, under the command of her owner, named Williams. She was engaged trading in the South Sea Islands, and was found some distance up the Batavia river by the steamer *Albatross*. When the trading boat was first seen by those on the *Albatross*, she was covered with natives, but as the steamer approached the natives gradually vanished, until not one of them could be seen when the *Albatross* arrived alongside the other boat. The vessel was found to have been rifled of everything by the plundering natives, who were even busily engaged stripping the copper off the bottom of the craft. When the *Albatross* came in sight nothing could be seen of poor Williams or his mate and some natives he had on board. Notidings could be gathered of Williams, and it was concluded from all the circumstances that he and the other men had been overpowered by some other natives of the crew and murdered. The despatch did not say how many had been massacred, though it would likely be Williams, the mate, and two or three natives of the crew. The boat had between £100 and £200 worth of goods on board, which Williams had for trading purposes, but all these were plundered by the thievish natives. After getting possession of the boat the men made off towards the island to which they belonged. It was thought that after their discovery by the *Albatross* they would endeavour to go to their homes by going through the bush in the upper reaches of the Batavia river.

TYNE PILOTAGE COMMISSION.—A meeting of Tyne pilots was held in the Town Hall, South Shields, on September 27, for the purpose of electing two of their number to represent them on the Tyne Pilotage Board during the ensuing 12 months. Captain G. C. Coates, of Newcastle, chairman of the Tyne Pilotage Commission, presided, and there was a large attendance of pilots. The chairman said they met under happier auspices that morning than they did that day 12 months. They were all aware that for many years the pilots of Shields had been labouring under a grievance, and that on several occasions petitions had been signed asking for certain privileges—he thought they were not privileges, because they were their rights. (Applause.) The Board of Trade or the Government would not listen to any of these, and time after time the prayer of their petitions was refused. But at last they had seen fit and proper, after the representations put before them by the pilots' representatives and by others connected with the Tyne Pilotage, to grant the prayer of their petitions, and to give them those rights which, as a body of men, he thought they were entitled to. (Applause.) They were well aware that during the present year their representatives went up to the House of Commons and attended the Select Committee that was then summoned to inquire into the grievances of pilots generally, and he was very happy to say that their grievances came before that committee and were duly represented, and the corruption of the "constant" system was shewn. It was further shewn that although the pilotage of that large port amounted to from £25,000 to £30,000 annually, the bulk of that money was going to the pockets of a few, while the many were ploughing the sea, and working for money which they ought to have, but which they could not get. (Applause.) These matters were fully represented before the committee, and they had the satisfaction of finding that the prayer of their petition was granted, and that they had now a better system of pilotage on the Tyne than they had had for many years. (Applause.) He thought the whole system did fair to prove very satisfactory, but he would like to remind them that they were a body of men who were all important to the trade and commerce of the Tyne and to the safety of that large port. They were practically the custodians of the port, as they had to watch over the interests of the public at large and the property of many people connected with the port. Therefore they ought to try as far as possible to make the pilotage service an efficient one. (Applause.) The election was then proceeded with, and the retiring representatives, Messrs. John Purvis and Robert Young, were unanimously re-appointed, there being no other nominations.

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 39 & 40, HIGH STREET, NEWPORT.

**NOTICE.**  
**NATIONAL AMALGAMATED SAILORS'**  
**AND FIREMEN'S UNION.**

LEITH BRANCH.

THE FIRST ANNUAL  
**SOIREE, CONCERT, & ASSEMBLY,**

WILL BE HELD ON

Friday Evening, October 18th, 1889.

IN

KINNAIRD'S HALL, KIRKGATE, LEITH.

G. ARCHER, Esq., J.P., Hon. Treasurer, will  
 preside, and will be supported by  
 Mr. J. H. WILSON, Gen. Sec., BAILLIE SCOTT,  
 Leith, Mr. D. A. BLACKBURN (President Edinburgh  
 Trades Council), Mr. R. SMITH, Branch Secretary,  
 and several other well known gentlemen.

The Committee have much pleasure in announcing  
 that they have secured the services of the following  
 talented Artists:—

Mr. DAN MCCORMACK, Negro Comedian,  
 Banjoist, and Dancer; Mr. TOM DOUGLAS,  
 Tenor Vocalist; Miss E. SINCLAIR, Soprano;  
 Mr. R. C. MCGILL, Scotch Comique and  
 Comedian; Miss BARBARA SKINNER, Soprano;  
 Mr. JAMES KINDNESS, Motte and Topical  
 Vocalist, and Miss J. TINTO, Accompanist.

TICKETS, ADULTS, 1s.; JUVENILES, 6d.

Doors open at 7 p.m. Chair to be taken at 7.30 prompt  
 An efficient Quadrille Band has been engaged for the  
 Assembly. Tickets, admitting two ladies and one  
 gentleman, 2s. Grand March at 11.15.

R. SMITH, Sec.

**Seafaring.**

SATURDAY, OCTOBER 5th, 1889.

"ELIJAH, when he sat with 'his face be-  
 tween his knees,' on the bare ground near  
 the summit of Carmel, and when his servant  
 returned the seventh time and told him of  
 the little cloud no bigger than a man's hand,  
 was not more sure in his soul that the blessed  
 and beneficent rain was fast approaching  
 than I am now that the day of the sailors'  
 deliverance is nigh at hand. I offer you a  
 share of the ineffable happiness of bringing  
 about this better state of things. You shall  
 prove your title to it by getting up these  
 petitions and memorials, at a time which  
 shall be decided upon. There is no doubt of  
 how members of Parliament will vote on the  
 subject if we can only bring the issue before  
 them, for there is greater kindness abroad  
 now in the nation as a whole than there was  
 thirty years ago towards the vast host of  
 those whose lot it is to labour to get their  
 bread by the sweat of their brow."

So writes Mr. Plimsoll in a pamphlet soon  
 to be published, entitled "Our Seamen: An  
 Appeal in 12 Chapters," an advance proof of  
 which we have been favoured with. And this  
 sanguine view seems to us fully justified by  
 the vast improvement that has come over the  
 prospects of the seamen of late. In effecting  
 that improvement we rejoice to know that  
 this Journal, and the Sailors' and Firemen's  
 Union, as well as Mr. Plimsoll, have borne a  
 part. When SEAFARING was started little  
 more than a year ago, the idea that seamen  
 required an organ in the Press to explain  
 their wants, reflect their opinions, and expose  
 their grievances was ridiculed in many  
 quarters as too wildly absurd to be even  
 worth discussing. When the Sailors' and  
 Firemen's Union was projected, there were  
 not wanting persons to predict failure, while  
 as for Mr. Plimsoll, when he first raised his  
 voice against the system of wholesale man-  
 slaughter existing at sea, he was denounced  
 as a lunatic, or an unscrupulous agitator.  
 But a very marked change has since occurred.  
 Fighting single-handed in Parliament against  
 greed and murder, Mr. Plimsoll, thanks

to the support which he got from public  
 opinion, managed to do something  
 for the seamen, although far from all  
 that he wished or that they wanted.  
 The Sailors' and Firemen's Union, so far from  
 proving a failure, has developed into one of  
 the most powerful, useful, and popular organi-  
 sations ever formed, while as for SEAFARING  
 nobody can take up the paper without seeing  
 how keenly the seamen appreciate our efforts  
 to set forth their case and make public their  
 complaints. As we pointed out at the time,  
 the recent Trades' Union Congress at Dundee  
 will ever be memorable as marking the  
 recognition of the seamen's claims by the  
 great labour organisations of the country.  
 To have secured their support is for the cause  
 of the seamen a triumph that must be  
 followed by a speedy and decided improve-  
 ment in the condition of seafaring men, pro-  
 vided only that seafaring men are as loyal to  
 their own organisations as other working men  
 are to their own trades unions. Altogether,  
 Mr. Plimsoll's confidence that the victory  
 of the seamen is close at hand certainly  
 seems to be justified by the present situation  
 and prospects. The annual general meeting  
 of the Union, which will be held next week,  
 can hardly fail to give fresh impetus to the  
 beneficent movement. Mr. Plimsoll, it is  
 hoped, will be there, and we have no doubt  
 that he will be found to approve of the  
 whole programme of the Union, in which  
 case it may gain some strength by his bless-  
 ing. Although already far advanced in years,  
 Mr. Plimsoll has evidently lost little or  
 nothing of his mental vigour, and many will  
 be disappointed if he should refuse the posi-  
 tion of President, which was last year offered  
 to him. Sir E. J. Reed, who knows so much  
 about shipbuilding, will doubtless have  
 much to say worth listening to, while  
 Lord Brassey may be expected to  
 shew, as he has done on former occasions,  
 that even so wealthy a peer as he can find a  
 word to say for poor Jack, and if Lord  
 Brassey can be induced to say that in the  
 House of Lords as well as at the seamen's  
 meeting, his lordship will be all the more  
 useful and popular. Mr. Broadhurst, as a  
 veteran trades' unionist, will be able  
 to give the assembled delegates  
 much good advice drawn from his  
 long experience of the battles of Labour.  
 Mr. Gardner, secretary to the Car-  
 diff branch of the Sailors' and Firemen's  
 Union, has, we understand, spared no pains  
 to give the delegates a fitting welcome, and  
 what with speeches from well-known men,  
 warm welcomes from fellow Unionists, enter-  
 tainments, banquets, and demonstrations, the  
 delegates seem likely to have a good time. But  
 they will also have a busy time. The  
 meeting is not to be all amusement by any  
 means. Business of the most vital import-  
 ance to the Union has to be transacted—  
 business on which the whole future of the  
 organisation depends. That Mr. J. H.  
 Wilson will be re-elected general secretary is  
 generally expected. It is also generally ex-  
 pected that the present Executive will be con-  
 siderably changed. At one time there was an  
 impression that the men of the north-east coast  
 contended that the Executive should con-  
 sist only of representatives of their Branches.  
 As a matter of fact, that impression was an  
 utter mistake. The men of the north-east  
 coast were not so unreasonable, and they  
 fully admit the right of other Branches to be  
 represented on the Executive, and as the  
 other Branches are determined to be repre-  
 sented on it, we may take it for granted that  
 represented on it they will be. However  
 open to criticism the present Executive may

have been as representing only such branches as were in existence when it was formed, the fact remains that under the existing Executive the Union has been formed and made marvellous progress. That any new Executive appointed may be equally fortunate in its labours is the best thing that can be wished for it. The various changes which various branches propose to make in the rules of the Union will, no doubt, be discussed with the care and attention they deserve. They are far too numerous for us to notice in detail, and we can only add this one word of advice: Beware of making changes, for the mere sake of change, in a machine that has done its work so well as the Sailors' and Firemen's Union.

### NAUTICAL NEWS.

THE engineers' strike at Cardiff was settled last Wednesday, a compromise having been effected.

THE *Cecile*, at New York from Ragged Island, reports having picked up there, about April 10, a lifebuoy marked "Java, Aberdeen."

ORDERS have been given for a sudden mobilisation of the French Navy, at the five principal ports of Cherbourg, Brest, L'Orient, Toulon, and Rochefort, on October 5.

THE oldest steamer in the world, according to the *Steamship*, is the *Industry*, built in 1814, which plied for about 60 years on the Clyde, where she was finally laid up where she now lies.

ACCORDING to a telegram from Washington, Mr. Tracy, Secretary for the Navy, will ask the Congress to authorise the construction of 10 additional steel cruisers for the United States Navy.

JUDGMENT has been given at Cardiff Police-court in a Board of Trade inquiry respecting the loss of the Cardiff ss. *Gironde*. The court found that the master only was in fault, and suspended his certificate for three months.

TWENTY-TWO shipwrecks, of which 19 were foreign owned, were reported last week, three being wrecked off the United Kingdom. Five vessels sunk by collision, four being foreign owned. The total number of collision cases was 22, of which 12 took place off the British Isles.

H.M.S. *Victoria* is the most powerfully equipped British warship afloat, her armament consisting of two 110-ton, one 30-ton, and 12 5-ton breech-loaders, together with 21 quick-firing guns, and a strong torpedo armament. She is about to undergo a series of gunnery trials.

AMONGST the arrivals recently at Jersey was a small coasting vessel from which 12 sacks of oats were removed to the residence of a wine merchant. A revenue officer visited the premises, and found that each sack contained a "breaker" full of spirits.

A HURRICANE touched the Island of St. Thomas on September 3, but did not do much harm. Its circuit was large, and vessels to the northward must have encountered its fury, with damage, as the wind was very strong and the barometer low.

THE joiners in the Belfast shipbuilding yards have struck for an increase of wages. For some time they have been receiving 7d. per hour, and now ask 1d. more. They say they want to be placed on a footing with the joiners employed in the yards in England and Wales.

WILLIAM RICHARDSON, of Hull, a fireman on board the *Missouri*, has been presented privately with a silver medal, subscribed for by the inhabitants of Philadelphia, in recognition of conspicuous bravery on the occasion of the rescue of 722 lives from the ill-fated ship *Danmark*.

It is officially stated that the British warship which went to Nevasa on the announcement of a rebellion in that island has returned to Kingston, Jamaica, having on board nine Americans who survived the disturbances. She reports that the island is in a state of the utmost confusion.

DURING the past week the coal shipments at Greenock were 1,857 tons (of which 541 tons were coastwise and 1,196 foreign), as against 3,181 tons for the corresponding week of last year. The coal shipments for 1889 till date are 117,804 tons, as against 84,230 tons for the corresponding period of last year.

THE French mail steamer which arrived at Malaga on Sunday from Spanish stations on the coast of Morocco reports that the captured Spanish sailors had been handed over to the Commissioners of the Sultan by the Riff Arabs, and will be immediately placed at the disposal of the Spanish authorities.

H.M.S. *Sapphire* has been paid out of commission. She was the last wooden cruiser, or corvette, as they were formerly called, built at Devonport Dockyard before the introduction of composite shipbuilding, and she is the only representative of her type that now figures on the list of effective ships.

LORD BUTE has intimated his intention to contribute £50 towards the funds of the Sailors and Firemen's Union, £30 being applied to the Widows and Orphans' Fund, and the remaining £20 towards the cost of entertaining the delegates during their visit to Cardiff.

THE lifeboat *Queensbury*, belonging to the Royal National Lifeboat Institution, and stationed at Scarborough, rescued the crew, consisting of six men, of the fishing vessel *Linnet*, of Lowestoft, which was driven on the rocks in a heavy gale from the NNW at midnight on Saturday last, and broke up immediately.

OWING to an exceptional high tide occurring in the Thames last Sunday morning, the engine-rooms of the new Greenwich Ferry Company on both sides of the river were filled with water, necessitating the service of a steam engine on each side of the river to pump the water out. Through the occurrence the working of the ferry was interfered with.

THE long talked-about British route to the East has suddenly assumed a practical shape. Mr. T. D. Shaughnessy, the new Assistant-President, has been commissioned to contract for three steamers of 5,600 tons each, intended for the Pacific mail service to China and Japan. These are to cost over £200,000 apiece, and are to be delivered at Vancouver early in 1891.

A REPORT from Vardoe, dated September 27, states that the steamer *Labrador*, Captain Wiggins, had reached the mouth of the Yenesei, where she waited 12 days for the river steamer, but in vain. She has now arrived back at Vardoe without having discharged. The *Labrador* had on board the crew of the lost Arctic yacht *Lyset*.

CAPTAIN HALL, of the *Cooleen*, arrived at Plymouth from Rat Island, Houtman's Abrolhos (W.A.), reports:—On Tuesday, August 13, at 6 p.m., in lat. 1 S., long. 21 10 W., felt a shock, ship trembling violently, and feeling as though she were grinding over a reef. Wind was blowing brisk at the time from SSE, and the weather was very fine, with very smooth sea.

THE half-yearly election of children to the Merchant Seamen's Asylum, Snaresbrook, was held last Monday. The candidates were 11 girls and 29 boys, and from this number eight girls and 12 boys were elected. The details given in the published list of candidates bore testimony to the risks run by our merchant seamen and to the terrible distress and destitution of the poor widows and children.

JOHN M'COMB, the first mate of the steamship *Lord Downshire*, has been admitted to Belfast Royal Hospital, suffering from a bullet wound in the head, from which the surgeons say recovery is impossible.

THE German Emperor has caused to be forwarded, through the Foreign Office, the sum of £78 for distribution amongst the crews of the Grimsby fishing smacks *Thistle* and *Betsey Campbell*, in recognition of services rendered, at great risk to their own lives, to the crews of the German ships *Nardstern* and *Ettine*, when 280 miles from land towards the end of last year. The money has been distributed by Mr. Wood, the superintendent of mercantile marine at Grimsby.

THE *Victoria*, s, has arrived at New York from Gibraltar. During the voyage an outbreak of small-pox occurred, but although the vessel was crowded the disease was prevented from spreading, and on arrival there only three cases were in the hands of the medical officers. That, of course, was serious enough to justify the detention of the *Victoria*, and she is now in quarantine at the northern end of the Station Island, together with her 500 immigrants.

THE monthly trade return of the Wear for August shows that 590 vessels of 212,911 register tonnage, and paying dues to the amount of £2,327, cleared from port, as against 642 vessels of 229,150 tonnage, and paying dues to the amount of £2,343 7s. 4d. in August last year. When the two months are compared the difference is a decrease of 52 vessels, 16,239 tonnage, and

£16 7s. 4d. in respect of dues. The total coal shipment for the month amounted to 352,830 tons, being a decrease of 10,911 tons on the corresponding period of last year.

WE hear of the death of Captain Frugone, of the Italian merchant service. It was he while in command of the *Carlo Frugone*, in September, 1878, who saved the whole crew of the Spanish man-of-war *Piraro*, in the Atlantic, east of the Bermudas, for which the Spanish Government decorated him and made him a cavalier. When will an English Government ever give a merchant service captain a title for anything?

MR. S. BURROWS, missionary superintendent of the Sailors' Rest at Naples, writes: "Our present Sailors' Rest is to be abandoned because of improvements in the locality, and we shall have to purchase a house in the front street opposite the shipping. Towards this object an English nobleman has given £100, and others following this example, we shall doubtless be in a position to get moored in permanent quarters." Subscriptions in aid of the rest should be forwarded to Mr. S. J. Alexander, Posilipo, Weston-super-Mare, treasurer; or the superintendent, Mr. Burrows.

THE Spanish Navy is, perhaps, the worst organised and least efficient force in Europe. In connection with the recent outrage by the Riffian tribes, the Government desired to make some sort of a naval demonstration off the coast, but only a solitary gunboat was able to be despatched. There is actually now, at Cadiz, an armoured warship which was built by a French firm, and delivered some eight years ago, but which has never yet been supplied with stores or enabled to mount a single gun. France would, indeed, have to seek elsewhere for an ally able to support her own forces in a present-day Trafalgar.

THE Bureau Veritas has just published the list of maritime disasters reported during the month of August concerning all flags. The following statistical returns are given: Sailing vessels reported lost: 16 American, 1 Austrian, 1 Brazilian, 44 British, 1 Chilean, 3 Danish, 1 Dutch, 6 French, 8 German, 5 Italian, 9 Norwegian, 5 Russian, 1 Spanish, 3 Swedish—total, 104. This number includes 3 vessels reported missing. Steamers reported lost: 15 British, 1 Dutch, 2 German, 1 Russian, 1 Spanish—total, 20. Causes of losses: Sailing vessels: Stranding, 52; collision, 8; fire, 5; foundered, 18; abandoned, 16; condemned, 2; missing, 3—total, 104. Steamers: Stranding, 15; collision, 1; fire, 1; foundered, 3—total, 20.

DURING last week at Grimsby seven lives and one vessel have been lost from the port. On Saturday night the trawl smack *Rising Sun* came in with the loss of the master, John Carley, who was drowned on Friday night by being jerked overboard by the main sheet. The trawl smack *George Washington* arrived by the same tide, and reported the loss of the third hand, name unknown. He was conveying fish to the cutter on Thursday morning, when he fell overboard and was drowned. On Saturday night also a man named Alfred Greswell, employed on the lighter *Staffordshire*, was thrown overboard in the dock basin by a sudden lurch of the craft. He was crushed against the quay, his dead body being recovered on Sunday morning. The fishing smacks in the North Sea suffered severely during last week's gale. The smack *Ann and Kesia* foundered, and two of her crew were drowned. Four other smacksmen are known to have been washed overboard and drowned. The smack *Cornelius* has arrived, reporting the loss of the master; and the smack *Excel* brought the crew of the steamship *Catherine*, of Copenhagen, abandoned in a sinking condition.

THE *Alpha*, a Penzance fishing smack, has put into Dover for repairs, the crew having had an exciting experience while proceeding down Channel. They were sailing under full canvas, there being only a moderate breeze, and were near the Kentish Knock lightship, when the water about 300 yards off was suddenly seen to be agitated in a very extraordinary manner, the sea being caught up and whirled about to a great height. The master of the vessel, who happened to be on deck at the time, at once recognised the phenomena as produced by a whirlwind; and ran to drop the large sail on the foremast, but before he could get it down the whirlwind travelled across the bows of the vessel, bearing a pillar of water and spray with it. The vessel and crew had a very narrow escape, the bow of the vessel was forced under water, while her stern was left high in the air; the foremast was torn out and carried away and the sail with it, and the decks were ripped up to a considerable extent. The whirlwind travelled away, narrowly missing another vessel, and shortly afterwards spent itself.



## THE SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

A fresh strike of sailors and firemen has just occurred in London. While the Union wages in London are £5 10s. for donkeymen, £5 5s. for storekeepers, and £5 for greasers, which rates have been accepted and are paid by all the other large lines out of London, Messrs. Donald Currie and Co. (Castle Line) have been paying £4 15s. for donkeymen, storekeepers, and greasers. The same firm have also refused to pay the usual 5s. a day shore money, although it is paid by all the other London firms. The men recently had an interview with the superintendent engineer, who refused to make any definite statement as to the intentions of the firm, whereupon the men left off work and went to see Mr. Walsh, secretary of the London District of the Sailors and Firemen's Union. Mr. Walsh advised the men to return to work until the Monday following, so that the superintendent might have time to see the directors of the line. But no satisfactory answer having been obtained on Monday, the men left off work in all Messrs. Currie's vessels then in London, and the Strike Council passed a resolution approving of the action of the sailors and firemen, pledging the Council to support them, and, if necessary, to call out the other men, viz., the stevedores, "coalies," &c. Messrs. Walsh, M'Carthy, and Mann called at the head office of the Castle Line on Tuesday, and a notice was left to the effect that if a definite statement as to the claims made on behalf of the men was not received by Friday morning, the workers would be called out from all Messrs. Currie's boats. The amount of money in dispute would only amount to about £330 per year, which a rich firm like this could well afford. As the *Star* says: "At the present time the Cape trade, in which the Castle line is engaged, is remarkably good, and this refusal on the part of Donald Currie's company to pay the usual rate of wages excites unfavourable comment. Unless they yield these demands at once the men state that there are plenty of other grievances upon a settlement of which they will also insist." It may be pointed out that there are a great many advantages enjoyed by the men in other lines which they do not enjoy in Messrs. Currie's. Mr. Walsh, in consequence of this fresh struggle will, it is feared, be unable to leave London to attend the conference at Cardiff, which is much to be regretted, as he would have done useful work at Cardiff. The following (acrostic on his name, written by a former shipmate, will be read with much interest by many members of the Union:—

#### TO A SHIPMATE.

'T is many a year since to these shores you came,  
How long it seems, but still you are the same  
Old pleasant shipmate, jovial and kind,  
Manly hearted, vigorous of mind;  
And tho' lured with many cares ashore,  
Still you are steadfast as in days of yore.

May you guide our Union, now so strong,  
With good, sound judgment, and the mighty  
throng

A round our city shall arise and say,  
Lead on, advise us, and we'll win the day;  
Sincere in purpose and unselfish too,  
Hail worthy shipmate, generous and true.

C. T.

At the usual weekly meeting of the Tidal Basin branch, on September 27 (Mr. M'Grath in the chair), the election of two delegates to attend the annual meeting of the Union at Cardiff took place by ballot. There were five candidates, viz., Messrs. Fowler, Gardie, M'Grath, Donaldson, M'Guire, and Joynt, the result of the voting being that Messrs. Fowler and Gardie were elected. It was reported that 99 new members had been enrolled in this branch during the week.

At a meeting of Green's Home branch, held at the Mission, East India-road, September 26, Mr. G. Fysh in the chair, the previous week's minutes were confirmed. It was proposed by Messrs. Yelland and Nelen that the men working in the *Norham Castle* be fined 10s., and if not out by Friday expelled the Union, which was carried. The nomination of two delegates for the annual general meeting at Cardiff then took place. Messrs. Fysh and Matthewson were elected by ballot.—It was then proposed by Messrs. Bryant and Palmer that Mr. Fysh have the management of expenses and account for same on his return. This was carried.—Proposed by Messrs. Yelland and Brown that the Green's Home branch staff of officers be strengthened by one more delegate to be on duty on the October 14. This was carried.—The meeting closed with

a hearty vote of thanks to Messrs. Walsh, Fysh, and Clark.

Mr. T. H. Clark (the secretary of Green's Home Branch) has just been the recipient of a handsome gift in the shape of an elegant gold breast pin, of chaste design, set in pearls and rubies, with a beautiful cigar-case, from several of the prominent members of his branch in recognition of his zeal and energy on behalf of his men during the recent great strike, and as a token of the esteem in which he is held.

At a meeting of Tower Branch held on October 1, Mr. Evans in the chair, after the adoption of the minutes of the previous meeting, it was reported that 103 members were enrolled during the week. A resolution was passed that in the event of men standing out for wages that every man, whether fireman or sailor, should refuse to sign articles until each and every man's demands were conceded. It was proposed by F. Gerry, and seconded by R. Harding, that the secretary should receive 10s. per week more than the delegates. This was agreed to by all members present. The sum of 8s. 3d. was collected on behalf of an old member who stood greatly in need of assistance. It was proposed by B. Killen, and seconded by F. Gerry, that we should start a banner fund, and have a box placed in the office for that purpose. The meeting then adjourned.

Alderman Phillips, of West Ham, sent a letter to the Lord Mayor to say that the dock labourers of the Victoria and Albert Docks desired to take part in the procession of the 9th of next month, to shew their deep gratefulness for his kind sympathy with them during their strike. The Lord Mayor replied:—"Dear Sir,—I am very much gratified by the proposal of the dock labourers to do me honour by taking part in the Lord Mayor's procession on November 9 next, and if I were free to consult my personal feelings, I would readily accept the high compliment which, at the expense of one day's wages, they propose to confer upon me. But the procession on that day is under the control, not of myself, but of my elected successor, Alderman Sir Henry Isaacs. Yet, apart from this, it must not be forgotten that the promenade of a large body of men along our chief thoroughfares seriously disturbs the street traffic, and while I admit that on Lord Mayor's Day the march of a few thousand peaceable dockers would not create much additional obstruction, still an expansion of the usual pageant without ample cause is undesirable, and I could not, for this reason, concur in a suggestion which might also establish an inconvenient precedent."

### GRAYS BRANCH.

The usual weekly meeting was held September 25, when there was a good attendance, the meeting being called to order at 8.15. Several new members were enrolled; the minutes and weekly accounts were read and adopted. The report of District Committee's special meeting was also read and approved. At the election of a delegate to the annual general meeting, to take place next week, five candidates were nominated. Shipping fair; members firm in refusing to sign with non-Union men.

### LIVERPOOL BRANCHES.

At the Liverpool Police-court, before Mr. E. Smith, Dr. James Cullen, engineer, of the *ss. Confidence*, sued Edmund Finlay, the owner of the steamer, for six days' wages (£1 5s. 4d.), earned on a running voyage of some six months. Mr. Tedow appeared for Cullen, and Mr. Finlay was not legally represented. The claim was contested upon the ground that Cullen deserted for three days in France. This was admitted, but it was argued that as the misconduct had not been properly logged against the man, and that all wages up to a certain time, including the time for which now desertion was charged, had been paid the man, the offence had not been proved, and even if it had the same had been condoned by the captain and otherwise waived. The magistrates after hearing the captain and mate were of opinion the charge of desertion had not been proved, and that the objection to the logging was fatal, and drew the captain's attention particularly to the clause in the Act of 1854 for his future guidance, and made an order for the full amount claimed £1 5s. 4d. and costs.—At the Liverpool Police-court, before Mr. Raffles, John Devry, of the *ss. Sheldrake*, sued the owners of the steamer for one week's wages in lieu of notice. Mr. Tetlow appeared for the claimant, and Mr. Griffiths (Layton, Steel, and Co.) for the defendants.—It appeared that Devry had on an outward voyage to Ghent given the proper notice of seven days to be discharged, but the notice expired whilst at sea, and the defendants still continued to accept Devry's services, and consequently when the vessel arrived in Liverpool two days after his notice had expired

the captain neglected to pay the two days extra, but all other wages were paid Devry, and now the chief engineer alleged drunkenness as an excuse for not paying Devry, and the defendants not being ready with their witnesses, Mr. Raffles adjourned the case to September 16. In the meantime the case was settled by the defendants paying Devry a week's wages in lieu of notice.

### SOUTHAMPTON BRANCH.

The Union Steamship Company's Royal Mail steamer *Athenian*, which left Capetown at 6.50 p.m. on September 4, arrived at Southampton at 1 p.m. on the 22nd ult., her gross passage being 17 days 18 hours 10 minutes, and her net steaming time 17 days 14 hours 35 minutes, the distance run being 5,995 miles, giving an average speed of 14.2 knots per hour over the whole course.

Two young men—Mr. Norman St. Clare Strange, and Mr. Robert Edward Poole, the latter a son of Mr. Poole, surveyor to the Southampton Harbour Board—have been presented with medals for saving the life of Mr. Herschell Read, aged 22, who, on August 29th, fell from the Royal Pier into Southampton Water, and would have been drowned but for the bravery of his rescuers, who, without divesting themselves of their clothing, jumped into the water and brought him safely to terra firma. Mr. E. Chamberlain, in the course of an interview with the Marquis de Leuville, brought the courageous act under the notice of his lordship, who is the originator of a life-saving society, the members of which are pledged to exert themselves on all occasions to benevolent actions, more especially in the rescue of persons in danger when timely aid can be given. The gift of the Marquis to the two courageous youths was a silver medal to each, with a suitable inscription, and, as a further mark of favour, he came specially down from London to Southampton to witness the presentation and congratulate the heroes. The Mayor of Southampton consented to present the medals, and the ceremony took place at the Municipal Offices, where were assembled several ladies and gentlemen, including Sheriff Summerbee, Aldermen Miller, Aslatt, Bishop, Councillor Falvey, Messrs. Lungley, R. A. Pearce, Hill, W. B. G. Bennett, and E. Chamberlain.

The usual weekly meeting of the Southampton Branch was held on Tuesday evening, October 1, when a large number of members were present. Mr. Edward Arnold occupied the chair; Mr. Sprague officiated as vice-chairman, and the following gentlemen were appointed members of committee during the ensuing six months: Messrs. Bartlett, Adams, Dawkins, Sprague, Pearson, and Shears; the last-named being also invested with the office of treasurer, having been proposed by Mr. Tizard, seconded by Mr. Bartlett, and unanimously approved in the usual manner. The minutes of last meeting were read and approved. Bro. Smith, of Tidal Basin Branch, was an honoured guest on this occasion, and upon the proposition of the secretary, seconded by Mr. Shears, received the heartiest thanks of the branch for his services at the docks in carrying out the instructions received from Mr. Walsh regarding *ss. Pembroke Castle* in the following telegram:—"Nash, 80, High-street, Southampton.—Dispute here with Donald Currie line. Gone to Southampton for men. Look out.—WALSH. The Chairman proposed, and Mr. Hales seconded, that Mr. Smith be paid his train fare to London tomorrow, which was carried. The secretary thereupon handed Mr. Smith 10s. Mr. Shears then invited Mr. Smith to sup with him, offering him a room and a jolly good breakfast, without money and without price. The chairman said Mr. Tizard had been selected as the delegate to go to Cardiff, and put it to the meeting to provide the money for his travelling expenses, also 5s. per diem for six days. Mr. Sprague seconded, and it was carried. Mr. Hales (who entered the room at this juncture) then denounced Mr. Tizard as having taken payment for services rendered at the fête which he had undertaken to perform voluntarily and without remuneration. After long and violent altercation Mr. Tizard challenged Mr. Hales to "ordeal by battle," declaring that he would not feel satisfied until the affair was settled by a pugilistic encounter. The secretary endeavoured to pour oil on the troubled waters, and got amongst the breakers himself. Mr. Nash read a letter from Mr. Hill, of Hull, asking for subscriptions for the expenses of his appeal. Mr. Nash said he would be glad to forward any contributions. The secretary read a letter from Mr. Charles Byrne, Grangemouth, explanatory of the case brought forward at last meeting respecting Mr. Thomas Taylor, and the meeting expressed themselves satisfied that no blame attached to either



Mr. Byrne or Mr. Nash. The secretary then read a letter from Mr. Wilson, *re* dock labourers being admitted to the branch poll, and that matter was disposed of. Mr. Sprague proposed a resolution that "no Union man shall ever sign articles on any ship with any non-Union man." Mr. Gaston seconded. Mr. Pearson moved as an amendment that the matter be allowed to stand over until the return of the delegate from Cardiff. Mr. O'Connell seconded, and it was carried. Mr. James Ford Farham then introduced the subject of providing entertainments for members one evening each week, and Monday was fixed on as the most convenient. Mr. Farham spoke very pleasingly, expressing great pleasure at seeing a larger attendance, and suggested that the series of entertainments be opened with a "smoking concert," which was agreed to. Mr. Hales would be delighted to attend and help. He also thought Mr. Farham deserved the very highest commendation and thanks for so generously giving his sympathy time, and talents in our service.—Mr. Farham acknowledged the compliment in suitable language. A member here inquired "whether the clock was run down," as he thought it was getting late. Mr. Farham said that the following gentlemen would come to our meetings and give lectures, &c. Messrs. Chamberlayne, Lemon, Lumby, Falvey, Thorn; and Mr. Beard would perform as a negro minstrel. (Applause.) After some further business of a private nature, the meeting terminated at 10 p.m.

#### NEWPORT BRANCH.

The usual weekly meeting was held at the Tradesman Hall, Hill-street, on Thursday evening, September 26th, Bro. G. W. Davies, chairman; Bro. S. Gould, vice. The secretary read the minutes of last meeting, which were confirmed. The secretary then introduced the secretary of the Bristol Branch, who was received with loud cheers. The correspondence from the General Secretary was read; also copy of letter that had been sent him which was received with loud cheers. A discussion was then carried on at great length and in the course of the same, the secretary said that he had not any answer to it. One member thought it not fair that the north-eastern ports should be represented much more than the Bristol Channel ports. Mr. Fitzpatrick then addressed the meeting, and in course of his address said that the association should be governed by fair and just principles in strict Trades Unionism. That is to say each Branch should have a say in their financial duties.—After a deal of discussion, three delegates were elected to attend the Congress to be held at Cardiff. The names of delegates elected are Messrs. Gibbs, Gould, and Cadogan. An auditor was also elected, owing to the last having gone to sea. The secretary then reported that the number of new members for the week was 18. Shipping also good. Men plenty. Wages same.

#### CARDIFF BRANCH.

Thanks to the exertions of Mr. Gardner, Mr. Harrison, and other Union men, the arrangements are about completed for holding the first annual general meeting under the auspices of the National Amalgamated Sailors and Firemen's Union at Cardiff, from October 7 to the 12th inclusive. On Monday, the 7th, the delegates are to be entertained at a banquet by the Cardiff Corporation, who have for that purpose voted a sum of £100 to the mayor. A trades' demonstration will take place on the Tuesday evening, at which Lord Brassey and several members of Parliament are expected to speak. The trades of Cardiff on the following evening will entertain the delegates at another banquet, and on Thursday night there will be a public meeting. Mr. J. H. Wilson (Sunderland) will speak upon "Shipping Legislation: Past, Present, and Future," and he has invited the ship-owners of Cardiff to debate the question with him. The Marquis of Bute has invited the delegates to visit his seat. Among the questions to be discussed by the conference are the provision scale, the rules—important alterations in which are proposed—a fresh manning scale, loss of life at sea, and the establishment of a fund for the widows and orphans of deceased seamen.

#### GOOLE BRANCH.

Mr. Hill, late secretary of this branch, writes: During the recent strike at Goole, the branch of which place I was secretary, the offices of the Union were close to the offices of one of the large shipping companies, the shipping clerk of which took a delight in making himself as obnoxious as possible. On one occasion it came to my knowledge that he had pasted bills on our offices. I warned him that if ever I caught him what would be the consequences. Four days after this occurrence he applied to a J.P.—a shareholder of the company of which he was clerk—

and stated that he was afraid of his life. The shipowner's magistrate thereupon issued a warrant against me, and also a summons for intimidation. I was arrested late on the Saturday afternoon, so that it was impossible for me to have bail. On the following Wednesday I was tried; and on the warrant the decision of the Court was that I should be bound over in my own recognisances in the sum of £5 to keep the peace for one month. After such a decision, the solicitor to the branch (Mr. J. J. Dunne) very properly decided that such a tribunal was not fit to try me on the charge of intimidation, so he insisted on my right to trial by jury. Such trial comes off at Wakefield Quarter Sessions on Tuesday, 15th October. The witnesses will all have to go from Goole to Wakefield—several of them will have to give up their berths for the week—for which they will require to be paid. The costs of the prosecution will be borne by the shipping company, and I have to fight them. This it is impossible for me to do without the assistance of the N.A.S. and F.U. The cost of my defence, witnesses, counsel, &c., will not be less than £50. May I ask you to send contributions at once to my solicitor, Mr. J. J. Dunne, Solicitor, Goole? "He gives twice who gives quickly."

#### SUNDERLAND BRANCH.

The demand of the Sailors' Union and the North of England Society for an advance to their members of 2s. 8d. per week in wages not having been complied with, notice was given last Monday morning of the intention of the men to cease work on Tuesday. The wages paid at Sunderland and Seaham Harbour to men sailing out of these ports in weekly boats has been 30s. Mr. James Westoll, however, whose vessels sail from the Tyne, has since June 3 last paid 32s. 8d., and the Londonderry Company for some time paid the same rate, but as no other local company did the same the men consented to forego the 2s. 8d. Now that trade has improved they contend that they are entitled to an advance, and on September 18 notice was given to all the owners of weekly boats for 32s. 8d. per week, which, it is stated, is the rate of wages paid at Blyth, Hartlepool, Middlesbrough, and other north-east ports. Several of the shipowners referred the men to Mr. W. M. Roche, secretary to the Steamship Owners' Protection Society. Mr. Roche was communicated with, but no answer was received. Fully 70 vessels and about 700 men were affected. The men on board the *Lady Aline*, the *Longeston*, the *Dunelm*, and other ships which were lying in the docks handed in their notices.

The threatened strike of seamen and fireman employed on the steam colliers belonging to Lord Durham and Lord Londonderry has been averted by the prompt concession of the advance of wages demanded by the men.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting of this branch, after the regular business was transacted, two delegates to attend the annual general meeting at Cardiff were elected. Mr. E. L. Pangburn moved, and Mr. J. Nicholson seconded, that Mr. W. Brown be a delegate to Cardiff, which was unanimously carried. At the same meeting Mr. G. W. Ross was duly elected, but having shipped in the sailing ship *Dunbritton*, of Glasgow, another member was elected. Mr. E. Standing moved, and Mr. G. Pederson seconded that Patrick McKervy be a delegate to Cardiff which was carried.

#### SOUTH SHIELDS BRANCH.

At the usual weekly meeting of the above branch Mr. Beighton and Mr. Elgar were voted by ballot as candidates to represent this branch at the coming first annual conference, to be held at Cardiff on the first Monday in October. There were four nominations. The question of having a sailors' home was brought before the meeting, and was discussed freely afterwards. The meeting decided that the steward be allowed to have his wife on the premises, but no family. The Union launch, *Union*, is doing good business on the Tyne now, making two £20 members in two weeks. By the time this goes to press, the outside delegates for both North and South Shields will be tried at North Shields for attempted intimidation, which the writer will give a full account of in the next report, if not in prison, as he intends to pay no fine, because, he says, "I know before God and man this is a trumped-up charge to get the officials of this Union out of the way of the B.T. and shipowner. I, G. Cowie, am willing to do anything in the way of suffering for this, and if I go to prison for the cause, it will be the first time, and I hope not the last, as long as I am innocent. A true story is always easily told.

But remember the two men that did nine years, Brammham and Murphy. They were innocent, and still condemned by a parson's daughter, who cannot tell a lie."

#### GLASGOW BRANCH.

The following report of gallant conduct of six members of the Glasgow branch of Sailors' and Firemen's Union, on board of an Allan Liner, has been sent us:—The *Prussian*, Captain J. M. Ambury, left Glasgow on Tuesday, August 27th, for Halifax and Philadelphia. A fine voyage was made to Halifax, whence we drew out on Sunday morning, September 1st. Next morning the wind began to freshen, stiffening until evening, when the sea became high. In the night the gale rose to a tempest. The scene became awful in grandeur and a magnificent display of power. Our captain abounded ship, put her prow to the gale. The stout vessel breasted grandly the tempest. A heavy gale still blowing and the sea terrific, about noon, Tuesday, September 10, W. long. 71.30, lat. 30.26, we sighted the brigantine *Angelo*, of Halifax, Captain William Matteson. She had been four days in the storm. The night previous her sails were blown to shreds. She signalled us to stand by, which we did. As we stood and looked on, her masts were snapped off, her bowsprit dipped into the cauldron of waters and hung a broken thing. She began now to leak badly. She hung to her broken mast stump a double signal of distress. Our gallant third officer, Alexander Galloway, volunteered to attempt a rescue of the shipwrecked men. Generous, brave-hearted seamen—more than were needed—volunteered their assistance. Six seamen, chosen for their strength, were picked out. For some time our captain was unwilling to let his men run such venture of their lives in the terrible sea. Finally he consented, and the gallant fellows went down into the lifeboat. The frail thing climbed the water hills like a sleigh moved by some invisible power. Our anxious hearts were with that freight of life. We saw them one moment, the next they were gone. They reached the side of the wreck; from it a line was thrown; this carried a rope from the lifeboat to the wreck; the wrecked jumped into the sea; all were in the boat; all reached our ship—saved—saved, eight men—saved by the lifeboat crew at the imminent risk of their own lives. The rescued crew passed the following resolution:—"That the gallant men, Third Officer A. Galloway, Thomas Aspenall, A.B.; Kenneth Campbell, Andrew Boden, John Chambers, James D. Boyd, Olaf Paterson, by their daring and humane deed, enlist our enthusiastic admiration, and deserve the highest praise, esteem, and honour of every lover of humanity, and every man of the venturesome crew has well earned notice of our 'Humane Societies.' That a copy of this be given to Third Officer A. Galloway and the Press."

#### PORT GLASGOW BRANCH.

The usual weekly meeting of this branch was held September 24, in the Boilermakers' Hall, Mr. John McArthur, president, in the chair, supported by a full roll of office bearers. The meeting was well attended. After the usual branch business, the secretary referred to the Wilson Testimonial Fund. Now that the closing had been postponed until the 31st December, he hoped that the branch would give a good account of itself. The secretary then stated that he had made arrangements with Mr. J. H. Wilson for a public meeting, and a small committee was appointed to make all the necessary arrangements. Mr. Donnelly then referred to the sad death of one of the Greenock members, and after some suitable remarks a subscription sheet was opened. This was all the business; a vote of thanks to the president closed the meeting.

#### LEITH BRANCH.

The general meeting of this branch was held on Friday, September 27. Mr. James Skinner presided. The secretary read the minutes of the previous meeting, which were adopted. He also read correspondence from Mr. Darby, Glasgow, asking to send report of progress of the branch, as he had, as district secretary, been invited to attend the annual meeting to be held at Cardiff. It was agreed that a report be made by the secretary, and forwarded. The secretary then read the proposed alterations of rules by the different branches, and asked the members to watch the parts which would be likely to benefit the branch, and either vote for or against, seeing that was all could be done, as Leith had not sent any alterations on to the executive. The delegate was then instructed by the members what proposals to support, and which to object to. The secretary then stated that another quarter had elapsed, and he asked the members to appoint auditors so as to allow him to have



his returns sent to head office. Bro. Barnett moved that we request the auditors of the Edinburgh Trades Council to audit our books. This being seconded, it was unanimously carried. This was all the business of this meeting. On Tuesday, October 1, the members met again at their usual meeting, when the alterations of the rules were again considered, the chairman reading them off owing to the secretary being at the Trades Councils' usual fortnightly meeting. A member stated that he had made a voyage in the steamer *Resolute*, belonging to the London and Edinburgh Shipping Company, and, on his being found to have been in the Union, the superintendent engineer came on board and ordered him to be paid off at once, and if he wanted to get another chance he would require to go to Mr. Aitkin, the manager, and ask his forgiveness, and on interviewing this gentleman the question was put, "Do you belong to the Union?" He replied that he did, and would continue to do so. The manager confessed that he had nothing to say against the men being in a Union that would procure them their rights by legitimate means, but he had heard that the sailors would soon be wanting three watches, and remarked that they would lay their vessels all up first. The members deeply regretted that such action had been taken by the gentlemen referred to, and it was agreed that it should be sent to SEAFARING to be reported there. At the adjournment of this meeting a meeting of the soirée committee was held to report the progress in connection with the soirée to be held on October 18th. It was stated that the tickets were selling very rapidly, and it was to be hoped that the members and their friends would avail themselves of the opportunity of procuring tickets before they were finished. This was all the business, and the meeting adjourned until the following Friday.

#### GREENOCK BRANCH.

The usual weekly meeting of the above branch was held on Thursday night, September 26, in the offices, 16, East India Street, Mr. A. Marshall, president, in the chair. After the usual routine business had been gone through, Mr. George Carriek, the delegate elect to the annual meeting at Cardiff, intimated his inability to attend at Cardiff, and Mr. Murray being at sea and neither chairman nor vice-chairman able to attend, it was agreed that, with the permission of the Executive Committee, Mr. Donnelly attend on behalf of this branch but not to vote on financial questions, and Mr. Donnelly was instructed to write accordingly. It was then agreed to refund to the Dublin branch 32s. 7d., being part of the expenses incurred in burying Daniel Docherty, late member of this branch, and a vote of thanks was awarded the men of Dublin for the action taken by them. The secretary intimated that the subscription sheet on behalf of his (Daniel Docherty) widow was still open, and that subscriptions would be thankfully received by their secretary. The meeting then adjourned.

#### BELFAST BRANCH.

The usual weekly meeting was held in the Brunswick Hall, Sussex-street, on September 26. The attendance being small, it was deemed unnecessary to appoint a chairman.—The secretary read the correspondence from the head office announcing the conference to be held in Cardiff, also informing the men as to the appointment of a representative for this branch.—After some discussion the men approved the action of the two previous meetings. The secretary then read the proposed alteration of the rules by the different branches, after which the meeting adjourned.

Most of the foreign delegates to the International American Congress have reached Washington.

A DENSE fog prevailed on the Clyde last Wednesday, and several steamers grounded.

THE Hull steamer *Seagull* returned to port from Rotterdam, having only partially discharged her cargo there owing to the dockers' strike. An extraordinary discovery was made on board. A dead body was found in the forehold, which has since been identified as that of a Rotterdam Customs officer.

CAPTAIN SAUVAGE, of the French steamer *President Leroy Lallier*, arrived at Bordeaux from Marseilles, reports that on the 24th inst., at 37° 25' N, and 11° 34' W of Paris, and about 24 miles off Cape St. Vincent, he fell in with a capsized vessel of about 500 tons with the keel emerging 3ft. above the water. The hull, which was sheathed with brass, appeared almost new. This wreck is in the track of vessels bound for the Straits of Gibraltar, and may be a serious danger to navigation.

#### SHIPS SPOKEN.

Acapulco, Iquique to Europe, 77 days, August 25, 11 N, 31 W, by the *J. C. Julius*, from Iquique, at Falmouth.  
A Cunard Line steamer, bound west, September 20, 41 N, 69 W, by the *Augusta Victoria*, at Southampton.  
Adelaide Mary (barque), of Liverpool, steering NE, all well, September 22, 38 N, 36 W, by the *Orinoco*, at Plymouth.  
Adirondack (British steamer), New York to Aux Cayes, &c., September 11, 25 miles N of Bird Rock.  
Anglo-American (British ship), Calcutta to New York, August 10, 34 S, 25 E, by the *Khersonese*, at St. Helena.  
Athos, New York to Kingston, September 14, lat. 36, long. 74; by the *Alvo*, at New York.  
Atalanta, Beaufort to Holyhead, all well September 22, lat. 42, long. 55 W, by the *British Prince*, at Queenstown.  
Amazona, of Brake, all well, September 13, 35 N, 34 W, by the *Sierra Colonna*, from San Francisco, at Dublin.  
A Wilson Line steamer, Hull to Boston, September 20, 49 N, 57 W, last two by the *Favonia*, at Liverpool.  
Bann (British ship), New York to Sydney (N.S.W.), all well, September 12, 38 N, 71 W.  
Barunga, steering south, August 27, 21 N, 30 W, by the *Maria B.*, at Falmouth.  
Bebington (barque), of Southampton, River Tees to Buenos Ayres, September 21, 44 N, 13 W, by the *Peri*, in the river.  
British barque, London to Ava, August 26, 14 N, 27 W.  
British Envoy (ship), Cardiff to Buenos Ayres, 30 days, August 22, 4 N, 24 W.  
Buteshire (four-masted ship), from San Francisco 92 days, September 18, 6 N, 29 W, by the *Arawa*, at Plymouth.  
Cambrian (British brig), for Falmouth, September 1, 27 N, 34 W, by the *Sigdal*, at Plymouth.  
Ceres (barque), steering east, September 25, 47 N, 11 W.  
Cheshire (English barque), steering south, September 8, 9 N, 26 W.  
Countess of Rothes, of Dundee, steering WSW, September 30, Start bearing NNE 20 miles, by the *Saltwick*, s. off Portland (Dorset).  
Coimbatore, of Liverpool, bound south, August 19, 10 N, 26 W.  
Drummond Castle, Dartmouth to Cape Colony, September 29, 42 N, 9 W, by the *Garth Castle*, s. at Plymouth.  
Duchess of Albany, of Liverpool, from Cardiff, bound south, August 19, 10 N, 26 W.  
Devon (English schooner), bound west, September 21, 48 N, 40 W.  
"Eden Holme" (British barque), from San Francisco, bound north, 114 days, September 5, 32 N, 34 W, by the *Colleen*, at Plymouth.  
Edward L. Mayberry (barque), New York to Rio Janeiro, September 17, 44 miles east of Nantucket Lightship, by the *Nevada*, at New York.  
English barque, bound east, September 19, 44 N, 57 W.  
Fammoth (barque), from Liverpool, steering SW, September 21, 47 N, 11 W, by the *Atalanta*, in the river.  
Fifeshire (barque), steering SW, all well, September 25, 48 N, 10 W, by the *Dorwent*, at Havre.  
G. M. Carins (English barque), steering west, September 16, 46 N, 50 W, by the *Baltimore*, in the Weser.  
Harriet S. Jackson (American barque), from East London, August 13, 35 S, 19 E.  
Inveresk, for Liverpool, September 15, 42 N, 62 W, reported from Liverpool.  
John McLeod, New York to Yokohama, all well, August 12, 11 S, long. 34.  
Khedive, for Buenos Ayres, September 27, by the *Humber*, s. at Liverpool.  
Lewis Smith, New York to Hamburg, September 14, 42 N, 64 W, by the *Levuka*, at New York.  
Lavinia (barque), Adelaide to Natal, 35 S, long. 11, by the *Orient*, s. at Melbourne.  
Lord Lytton (British ship), Parrsboro' to Liverpool, September 15, 43 N, 64 W.  
Loch Trool, for Falmouth, August 23, 23 S, 40 W, reported from Liverpool.  
Mary Barrett, from Havre, September 24, 44 N, 51 W, reported from Liverpool.  
Mary L. Burrill, New York to Havre, September 24, 44 N, 51 W, by the *Aurania*, s. at Liverpool.  
Mandingo, s. September 21, 31 N, 14 W, reported from Liverpool.  
Mexican, s. Southampton to Cape Colony, September 25, 32 N, 17 W.  
Mikado (barque), of London, steering SE, August 16, 4 N, 26 W.  
Montreal, from Buenos Ayres, September 15, 34 N, long. 73, by the *Jennie Parker*, at New York.  
Mona (British barque), Rangoon to Channel, July 29, 31 S, 37 E, by the *Penthesilea*, at St. Helena.  
Mount Park, s. of Greenock, September 19, 47 N, 31 W, reported from Liverpool.  
Mosser, steering north, September 27, 41 N, 10 W.  
Nova Scotia (British barque), New York to London, all well, September 13, 150 miles SE of Sandy Hook Lightship.

Nubian, bound south, September 22, 15 N, 18 W.  
Oakworth (English ship), for Hong Kong, September 8, 9 N, 26 W, by the *Tijuca*, s. Langerhann, at Hamburg.  
Pollux, of Dundee, steering W by N, September 19, 45 N, 44 W.  
Quebec (British barque), steering WNW, by the *Martha Edmonds*, Gully, from Trinidad, in the river Thames.  
Roman Empire (ship), of London, Newport to River Plate, 20 days, all well, August 24, 8 N, 24 W.  
Renown, of Greenock, bound south, September 10, 4 S, 33 W, by the *Holbein*, s. at Liverpool.  
Ruby (British barque), Dublin to Quebec, September 12, 45 N, 53 W, reported from New York.  
Ruby (English barque), bound west, September 25, 50 N, 13 W, by the *Saale*, s. at Southampton.  
Strathspey (English barque), steering east, September 19, 44 N, 57 W, by the *Eider*, s. in the Weser.  
Sovereign, of Inverness, bound west, all well, September 11, 44 N, 43 W.  
Sultana, of Jersey, from "Cedeira" (? Figueria) 9 days, apparently bound west, all well, September 16, 44 N, 26 W, by the *Iron Prince*, s. Dobson, from Quebec, at Bilbao.  
Stronsa (British ship), Calcutta to London, June 29, 5 S, 93 E.  
Steelfield, May 24, 30 S, 42 W, by the *Westward Ho*, at Callao.  
Thirza (?), steering NW, September 21, 47 N, 33 W—last two by the *Minnesota*, s. in the river.  
Ursula, outward-bound, September 25, in the Bay of Biscay, by the *Thames*, s. at Plymouth.  
Venus, Liverpool to Buenos Ayres, steering SW, September 19, 49 N, 11 W.  
Wasdale (ship), Liverpool to San Francisco, 33 days, June 6, 6 S, 30 W, by the *Gladstone*, at Melbourne.  
Woodburn (British ship), from Calcutta, July 18, 26 S, 54 E, by the *Anna*, at St. Helena.  
Yedmondale, s. of Scarborough, steering W, September 21, 34 N, 41 W, by the *Orinoco*, s. at Plymouth.  
Zemindar (British ship), Calcutta to Liverpool, August 25, 20 S, 37 W, by the *Henry Norwell*, at St. Helena.

THE shipwrecked sailors from the Philadelphia schooner *Carrie Hall Lister*, who were landed at the Delaware Breakwater several days ago, in the Norwegian barque *Sorridem*, have arrived in Philadelphia. The fact that the captain, B. T. Howland, was washed overboard from his vessel on Monday week off Cape Hatteras, was not known until then.

SEAMEN DISCHARGING CARGO.—The recent strike of the dock labourers has, says the *Shipping World*, conveyed many lessons to ship-owners. It is not unlikely that many owners will take steps in future to amend the clauses in the articles of agreement under which the crews of their vessels serve, so as to have the option of retaining the crew on board to discharge the cargo on arrival at the homeward port of destination. Consequent on modern methods of discharging cargo, it is usual for the voyage to be described as terminating on arrival at a port of final discharge of cargo. It is clear that the Legislature intended the owner or master to possess the right of retaining the crew for the purpose of discharging cargo, as the period within which wages are to be paid are set out in section 187 of the Merchant Shipping Act, 1854, as follows: "The master or owner of every ship shall pay to every seaman his wages within the respective periods following—that is to say, in the case of a home trade ship, within two days after the termination of the agreement, or at the time when such seaman is discharged, whichever first happens; and in the case of all other ships within three days after the cargo has been delivered, or within five days after the seaman's discharge, whichever first happens." The Merchant Seamen (Payment of Wages and Rating) Act, 1880, sec. 4, provides that a seaman shall be entitled to the payment of his wages in the case of foreign-going ships within two clear days after his discharge. We learn that it is the intention of many shipowners to insert a clause for the future in all agreements that the time of discharge will be considered to be the time of arrival at a port of final discharge in the United Kingdom, or upon the final discharge of cargo thereat, as may be deemed fit at the option of the master; as also an additional clause binding the crew to work out inward cargo when required, the phraseology of the agreements in many instances recently rendering it impossible to obtain the assistance of seamen to discharge cargo. Had the document been framed in the terms indicated, refusal on the part of a seaman to comply with the orders of the master or owner to perform that duty would be an offence against discipline or an act of disobedience against "lawful commands," punishable by imprisonment and forfeiture of wages.

## SEAFARING DISASTERS.

*Arbutus*, Lloyd's agent at Aberdeen telegraphs: September 27, *Arbutus*, Herd master, in entering the harbour her steering gear fouled and she drifted ashore on the south side of the channel, but has since been assisted off.

*Angelo*, previously reported beached at Hull after collision with *Hansa*, was floated September 28, after having discharged part of cargo.

*Ambrose*, Lloyd's agent at Lisbon telegraphs: *Ambrose*, Booth Lines, with machinery damaged, has been towed into Lisbon by the *St. Gothard* (British).

*Abu Klea* (steam launch) has been towed into Great Yarmouth with mast broken and sundry defects to machinery.

*Amana*, A further telegram from Port Alfred, dated September 28, relative to the loss of the *Amana*, states: *Amana* ashore, and will be a total loss; crew and passengers taken off by lifeboat and landed at Port Alfred.

*Ariel*, from Shetland Isles, laden with fish, has gone ashore on Island Magee, side of Larne Lough, but it is expected she will get off.

*Alexandra*, belonging to the Victoria Steamboat Association, which was sunk at London-bridge, was floated by the Thames Conservancy at high water and taken over to the south side and placed on the ground below the Cannon-street Railway-bridge.

*Arete*, which was in tow of *Storm Cock* (tug) and left off Borkum, after the hawser broke, is reported by telegraph to have arrived, all well, at Cuxhaven. See *Storm Cock*.

*Ann and Jane* (schooner), of Newcastle, passed Gravesend waterlogged, in tow of the *Australia* (tug); has probably been ashore.

*Addie G. Bryant*, Lloyd's agent at New York cables: *Addie G. Bryant* has been towed into New York.

*Aglia*, of Porsgrund, laden with timber, bound to Sunderland, brought up in the Humber so leaky that the crew refused to proceed. Survey held, and vessel ordered to be towed to Sunderland.

*Alura A. Carrigon*. A report from San Juan, Baulista, by cable from Vera Cruz, states: *Alura A. Carrigon* has gone ashore, and has become a wreck. Part of cargo will probably be saved.

*Ballumbie*. A report from Lloyd's agent at Stanley, F.I., cabled from Monte Video, states: *Ballumbie*, from Liverpool for Valparaiso, arrived on the 18th with cargo much heated and considerably damaged. Had jettisoned a portion of the same.

*Baron Hill*, from Paysandu, hides, arrived at Falmouth (September 28) with loss of sails and foreyard broken.

*British Queen*. Telegram from Havre states: *British Queen*, belonging to the Cunard Line, had stem damaged in entering dock.

*Burrawong*. Lloyd's agent at Dover telegraphs: *Burrawong* (screw s), from Dundee for Sydney, docked, short of water, and with steering gear disabled; will repair and proceed.

*Conscript*, was ashore at Bona Vista, but is now north of Fogo all right.

*Catherine*, of Copenhagen, coal laden, was abandoned by her crew with seven feet of water in the hold. Crew landed at Grimsby by *Ezeel* (smack).

*Circassian*. Lloyd's agent at Montreal cables: *Circassian*, grounded off Longue Pointe, but was got off without apparent damage, and proceeded.

*Cymbeline*, reported ashore at Lulea, has been got afloat.

*Ceylon*. The steam yacht *Ceylon* is reported at Lloyd's to have gone ashore on the coast of Sweden. The passengers were taken off by a passing steamer which proceeded to Copenhagen for assistance.

*Carl August*, see *Dumbritton*.

*Ceylon*. Telegram from Aden states: *Ceylon* arrived short of coals, part cargo consumed for fuel.

*Crasus*, laden with wood, stranded at Bjursklabb, and is full of water. *Hero* despatched from Wasa to her assistance.

*Canopus*. Lloyd's agent at Quebec cables: *Canopus*, from Quebec for Liverpool, has gone ashore at St. Valier, and is full of water.

*Camilla*. Telegram from Christiansand states: At Lyngeer, *Camilla*, Kotka for Rochester (staves), leaking badly, and must discharge for repairs.

*Coquette*. It is reported at Greenock that the cutter yacht *Coquette*, belonging to Mr. Simpson, Glasgow, sank at her moorings in Gourrock Bay.

*Dumbritton* (screw s), of Glasgow, was swinging round to her anchor off the Platform Wharf, Rotherhithe, when her stern collided with the *Carl August*, of Stralsund, moored in the tier, doing damage to the latter vessel's starboard bulwarks.

*Engelhorn*. A telegram from Whitehaven, dated September 27, reports: Ship *Engelhorn*, which stuck in launching, is still fast on the beach.

*Enterprise* (schooner), of Inverness, from Hartlepool for Portsoy, with coals, has been towed into Leith Roads totally dismantled and leaky.

*Endeavour*, see *Suders*.

*Emily* (schooner), of Goole, London for Leith with asphalt, has been assisted into Bridlington Quay leaky and with damage to boats and sails.

*Ferndale*, of Sunderland, bound North in ballast, has returned to Gravesend with shaft broken.

*Golden Horn*, of West Hartlepool, was proceeding

down the Thames, bound for Cardiff, and when off Princess Tier, Rotherhithe, collided with the *Hope-well* (ketch), of Southampton, lying on the tier, doing serious damage to starboard quarter, and carrying away stern moorings. The *Golden Horn* proceeded on her voyage.

*Garibaldi* (British schooner), from Pentewan, bound to Dordt with china clay, has foundered off Schouwen. Crew landed at Helvoet.

*Hebe* (Norwegian), Anderson master, from Philadelphia for Konigsberg with petroleum, has put into Fredrikshavn seriously damaged by collision with a British steamer.

*Hanover*, of Hull, Shields for Civita Vecchia, laden with coals, arrived in Yarmouth Roads with steering gear disabled, machinery defective, and loss of anchor.

*Homer*, which left Lisbon on September 25, put back, making water through repaired bow.

*Hollandschdiep*. Lloyd's agent at Harlingen telegraphs, September 27: *Hollandschdiep* (dredging machine) has been run down and sunk in the outer harbour by the *Windsor* (British s).

*Harvey* (yacht), went ashore on Gunfleet Sand September 27, but came off making water, and brought up off Southend.

*Horneburg*. Lloyd's agent at Gothenburg telegraphs *Horneburg* (British steamer), from Blyth for Swinemunde, laden with coal, and the *Hebe* (Norwegian barque), from Philadelphia, for Konigsberg, with petroleum, have been in collision. *Horneburg* put into Gothenburg, badly damaged, and with forepeak full of water, and will have to discharge. *Hebe* put into Frederickshaven seriously damaged.

*Haabet*, Norwegian vessel, left Sunderland on September 27, for Christiania, coal laden, and was abandoned off the Dogger Bank on Monday last. The master and crew of six men were picked up in the North Sea by the *Zwallow*, Norwegian vessel, from Sandefjord, with sleepers, and landed at South Shields.

*Irongate*. A cable message from Bahia Blanca states that the British barque *Irongate*, from Newport, got ashore in entering port, but afterwards got off, and arrived.

*Ida* (barque), reported ashore near Perth Amboy, has got off and proceeded for Elsinore.

*Inventor*, see *Orwell*.

*John Morrison*, see *Monte Rosa*.

*Kinghorn* (steamer), at Antwerp from Leith, with hatches stove in, cargo much damaged.

*Kierstine Elise* (schooner), of Horsens, from Plymouth for Methill, cargo china clay, has been assisted into Ramsgate by smackmen, very leaky, having encountered bad weather in the North Sea. The master reports, had 8 ft. of water in the hold, cargo all damaged; vessel struck the pier head in entering, carrying away jibboom.

*Koranui*, owned by the Union Steamship Company of New Zealand, is reported by telegram from Dunedin, September 28, to have gone ashore at Nelson. She is a total wreck. No lives lost.

*Kingsfisher* (steam trawler) of Granton, was towed into Dundee September 29, by the *Renown* tug; when off Arbroath a leak broke out in boiler.

*Lancashire Lass* (schooner) of Fleetwood, laden with china clay, was abandoned after collision off Dungeness, with pilot schooner No. 9, of Rotterdam. Crew of *Lancashire Lass* landed at Folkestone. No. 9 put into Dover considerably damaged.

*Loch Garry*. Lloyd's agent at Korsoer telegraphs September 28: *Loch Garry* (British s) from Burntisland for Korsoer, laden with coals, got ashore in port, but floated after jettison of about nine tons of her cargo, and arrived. No apparent damage.

*Llanely*, of Liverpool, on passage from Swansea for Maryport, laden with coal, struck the ground south of St. Bee's Head during a heavy squall and rain; vessel making water badly.

*Lochiel*. Lloyd's agent at Stornoway telegraphs that the mail steamer *Lochiel*, while backing out from the wharf, caught ground with keel, and swung along-side shore, being unable to move propeller for fear of smashing blades. *Transit* yacht towed her clear.

*Mona*, three-masted, yellow and black funnel, bound up the Thames, loaded, just below Tripcock Point, collided with Bedouin Steam Navigation Company's *Dragoman*, bound for Cardiff, in ballast, which has put back to the Royal Albert Dock with four plates smashed on port side. *Mona* had bows damaged, and proceeded up Thames.

*Merrimae*. Telegram from Bristol states: *Merrimae*, of Bristol, running as passenger s to Chepstow, was moored outside Cumberland Basin, when the rush of water on opening sluices carried her away from moorings and swept her down underneath Suspension Bridge, where she stranded, damaging starboard paddle-wheel.

*Matin*, of and for Sunderland, from Aberdeen, was towed into North Shields (September 26) by the *Rathkenny*, of Belfast, with tail end of shaft broken.

*Murton*, s, went ashore on Stag Bank, Llanely, remained there three-quarters of an hour; afterwards floated, and got into harbour; found propeller blades broken, rudder adrift, and other damage; a survey held.

*Miranda*. Cablegram from St. John's states: *Miranda*, s, struck lightly on Pilley's Island, and has put back with a slight leak. She will be surveyed.

*Monte Rosa*. Lloyd's agent at Maassiths telegraphs, October 2: *Monte Rosa*, from Sulina for Rotterdam, and *John Morrison*, s, from Ibrail for Rotterdam, grounded on their way up the river during a dense fog and remain. Must lighten.

*Mertola* is reported from Liverpool to have grounded in entering Para; weather favourable vessel is expected to float. She is from Cape de Verdes.

*Nellie M. Slade*. Lloyd's agent at Hong Kong telegraphs, October 2, that *Nellie M. Slade*, United States barque, has been towed into Hong Kong by the German steamer *Kiel*, after being ashore.

*Neversink*. Lloyd's agent at Havre, telegraphs: October 1, *Neversink* (American yacht), disappeared from Cherbourg, captain left ashore.

*Orwell*, of London, outward bound in ballast, has been sunk in the lower part of Gravesend Reach through collision with *Inventor*, of Liverpool, from Calcutta, which has since entered the Tilbury Dock.

*Oriana*. Lloyd's agent at Rio Janeiro telegraphs, under date September 27: *Oriana* (British ship), from Iquique for Falmouth, has put into Rio Janeiro partially dismantled in a gale.

*Osprey*, see *Wildfire*.

*Peconic*. Lloyd's agent at Baltimore cables: *Peconic*, British s, put into Norfolk with machinery out of order. Repairs will require several days.

*Pilot Schooner*, see *Lancashire Lass*.

*Pernambuco*, of Liverpool, left Blyth loaded on Saturday, returned to the Tyne with wheel chain smashed and cargo shifted; master and one man injured; experienced very heavy weather; man sent to hospital.

*Radnor*. *Roseland*, s, Bricknell master, from Bilbao for Glasgow, with iron ore, arrived at Falmouth, having in tow the *Radnor*, s, Whitfield master, from Rotterdam via Dartmouth, for Newport in ballast, with loss of propeller (no agreement), towed her from 10 miles north of Longships.

*Rita*, of Malaga, arrived Liverpool under sail, with shaft broken.

*Rhodora*. Lloyd's correspondent at Gravesend telegraphs September 28: The steamers *Rhodora*, of Cardiff, and *Rembrandt*, of London, collided off Gravesend. The former vessel had stock of starboard anchor broken; the latter had bulwarks and bridge on starboard side damaged. Both proceeded—the *Rhodora*, s, for Cardiff, and the *Rembrandt*, s, for Venice via Cardiff.

*Schooner* passed St. Abb's Head September 30, going north, *City of Lodoa*, of Aberdeen, towing a schooner with painted ports, totally dismantled, and with starboard bulwarks gone, &c.

*Sugar*, of Glasgow, on September 25, in entering Spencer Dock, Dublin, damaged stem plates and bulwarks, and carried away top rail.

*Saline* (three-masted schooner), was passed 150 miles from Spurn Point dismantled and disabled. A steam trawler was in attendance.

*Storm Cock*. Lloyd's agent at Cuxhaven telegraphs: *Storm Cock* (British steam tug), while towing the *Arete* (British ship), from Hamburg to Newport, broke hawser off Borkum, and put back with taffrail gone, boat smashed, water tanks, &c., lost, and galley and companion stove in. (See *Arete*).

*Strathmore* (s), in leaving Harrington Dock (Mersey) struck the pier-head and broke down some blades from her propeller. Will remain in dock.

*Surveyor*, of and from Fredericksstadt for Seaham, with sleepers, is at Lillesund, leaky.

*Suders*. Lloyd's agent at Grimsby telegraphs September 28: *Suders* (s), of Grimsby, ran into and sank the *Endeavour* (Grimsby smack), on Beacham Sands. Crew has been landed at Grimsby.

*Steam Launch*, see *Madge Wildfire*.

*Steamer*, see *Hebe*.

*Strathblane*. Lloyd's agent at Colombo cables October 1: *Strathblane* has put back with cargo on fire. The fire has been extinguished, damage slight.

*Steamer*. A telegram from Lloyd's signal station at St. Abb's Head states: Passed south at 11.30 a.m. October 1, a dismantled steamer, too far off to read name.

*Steamer*. *Vigilant*, s, at Liverpool, reports that on October 1, at 7.45 a.m., low water, after passing Middle Mouse, saw a steamer, foremast submerged to cross-trees, masted painted yellow with white bands, fiddle topmast, and topgallantmast standing upright, vessel apparently about 1,000 tons; sunk close to mainland, just eastward Llanllana Head, Anglesea.

*Thalia*. Lloyd's agent at Algiers telegraphs September 28: *Thalia* s (official number, 89,451) has put into Algiers with condenser out of order.

*Thomas Keilor*. Reported ashore at Delaware breakwater, got off without much damage, and arrived at Philadelphia.

*Vessel*. The captain of the *Richard Kelsall*, arrived at Dartmouth, reports passing a vessel bottom up on Thursday, September 26, two miles north of Cape St. Vincent, apparently 400 to 500 tons only. Keel showing; drifting toward Cape St. Vincent, in track of navigation.

*Windsor*. See *Hollandschdiep*.

*Wildfire*. A telegram from Greenock, relative to the collision between the *Wildfire*, passenger s, and a steam launch states: The steam yacht with which she collided was the *Osprey*, of 25 tons register, which was bound down the river. The yacht was cut in two and immediately sank, three lives being lost. One man was rescued by the steamer.

*Zephyr*. The *Zephyr*, of Cardiff, foundered off Lundy Island, and it is feared that several lives have been lost.

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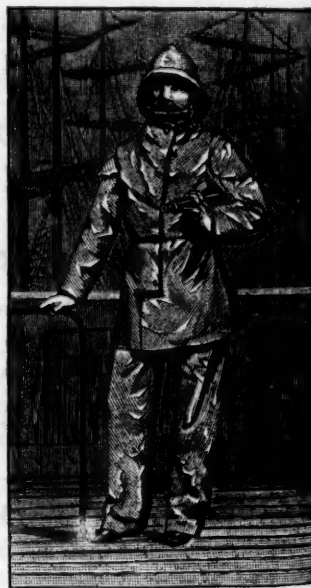
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